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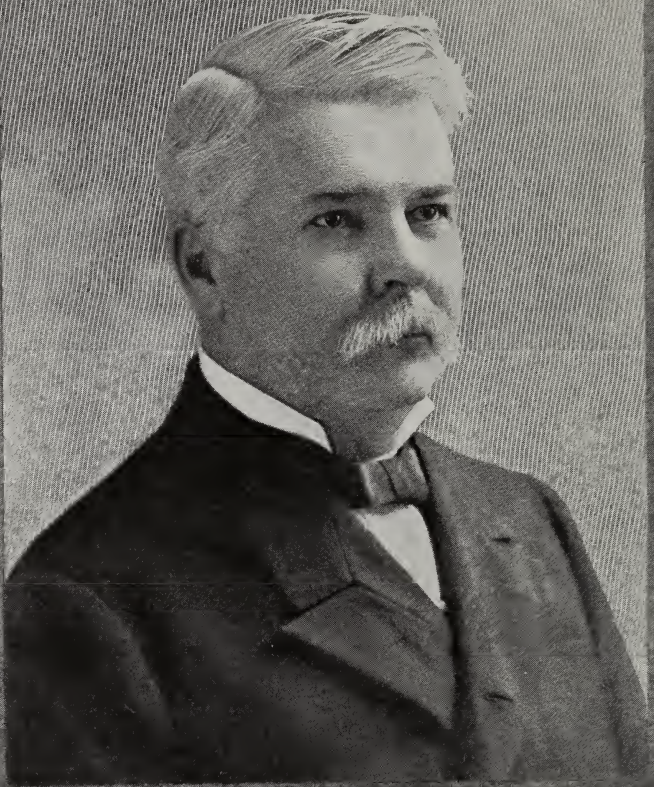
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GALVESTON IN NINETEEN
HUNDRED



Joseph D. Sayers
G. B. Buoh *M. F. H. N. W.*
Washington, D. C. *Governor*

JOSEPH D. SAYERS
Governor of Texas

GALVESTON IN NINETEEN HUNDRED

THE AUTHORIZED AND OFFICIAL RECORD OF THE PROUD
CITY OF THE SOUTHWEST AS IT WAS BEFORE AND
AFTER THE HURRICANE OF SEPTEMBER 8, AND
A LOGICAL FORECAST OF ITS FUTURE

EDITED BY
CLARENCE OUSLEY
OF THE "GALVESTON TRIBUNE"

CONTRIBUTIONS BY REV. JAMES M. KIRWIN, RECTOR OF ST. MARY'S CATHEDRAL;
REV. HENRY COHEN, D.D., RABBI OF TEMPLE B'NAI ISRAEL; REV. HENRY
AUSTIN, PASTOR OF BROADWAY MEMORIAL CHURCH; JOHN W. HOPKINS,
SUPERINTENDENT OF PUBLIC SCHOOLS; COL. MARCUS F. MOTT,
LAWYER AND PUBLICIST; S. O. YOUNG, SECRETARY
COTTON EXCHANGE; J. H. HAWLEY, GEN'L
AGENT OF THE INTERNATIONAL
& GREAT NORTHERN R. R.;

TOM FINTY, JR., CITY EDITOR OF THE NEWS; AND BEN C. STUART,—ALL OF GAL-
VESTON. INDORSED BY THE GALVESTON SCHOOL BOARD, BY THE CENTRAL
RELIEF COMMITTEE, BY THE MAYOR, BY GOV. JOSEPH D.
SAYERS, AND BY HON. J. S. KENDALL, STATE
SUPERINTENDENT OF EDUCATION

PUBLISHED FOR THE BENEFIT OF THE
GALVESTON PUBLIC SCHOOLS



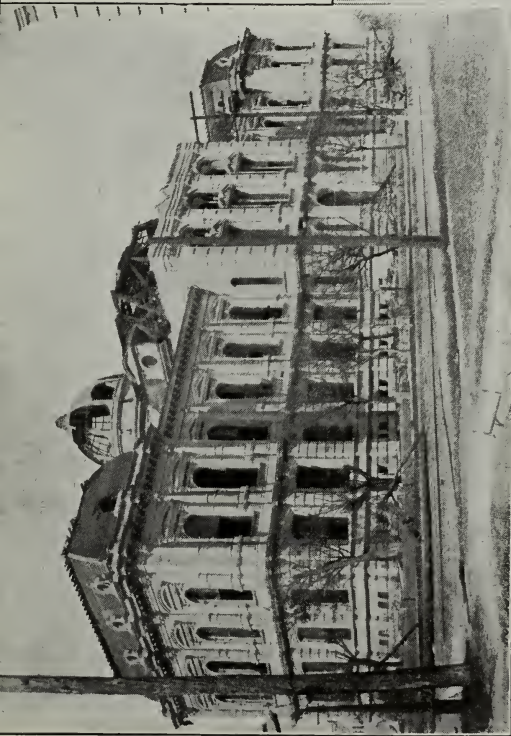
ATLANTA, GA.
WILLIAM C. CHASE

1900

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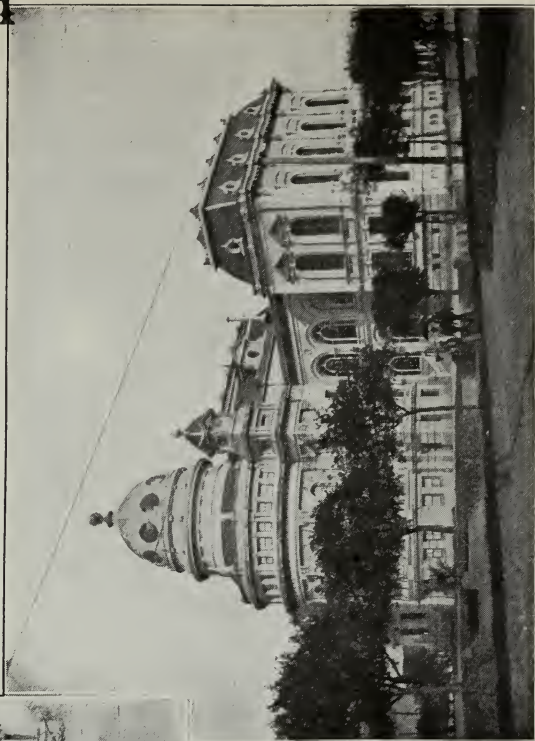
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BALL HIGH SCHOOL



AFTER THE STORM

Given by George Ball to Galveston City. Cost \$75,000. Interior fitted up by Mrs. George Ball, at a cost of over \$25,000



BEFORE THE STORM

PUBLISHER'S ANNOUNCEMENT

No book published in recent years, or for that matter, at any period of our history, bears such close individual relationship as "Galveston in Nineteen Hundred." It is essentially a book of intense interest, and charitable mission.

Only a few weeks ago the situation as to the Galveston schools was realized as desperately dependent. In order to give relief, we decided that the publication of an authentic, official, and reliable story of Galveston and the storm, profusely illustrated, and written by Galvestonians, would appeal to the people of the Union as a proper and reasonable plan, through which to accumulate money, for the rebuilding and re-establishment of the schools of the afflicted city.

We knew that *sensational books* had been thrust upon the market, and their sale urged by persons who were perfectly willing to profit by the distressing misfortunes of Galveston. The faith we have in the American people induced us to take the large financial responsibilities incident upon the production of a book, necessarily costly in its construction. No effort, care, or time has been spared in producing a work worthy of the cause.

It is a source of much gratification to state, that the mechanical execution of this important undertaking, when placed before the vast book manufacturing establishment, R. R. Donnelley & Sons Co., of Chicago, was taken hold of by the managers vigorously and with true American generosity, enterprise, and thoroughness. To this house the people of Galveston and the friends of education, must ever feel deeply grateful.

There are others who contributed to the material prosperity of the book, and are mentioned by the editor, Mr. Ousley, in his note.

The entire undertaking is one of charity. The book has not been handled as an ordinary publication; this announcement would be unnecessary had it been.

There are hundreds who are working for the sale of "Galveston

in Nineteen Hundred," and have sold numbers of copies, without any other requests for remuneration, than that they be numbered among those who contributed to the rebuilding of the Galveston schools, and the aid of the helpless children.

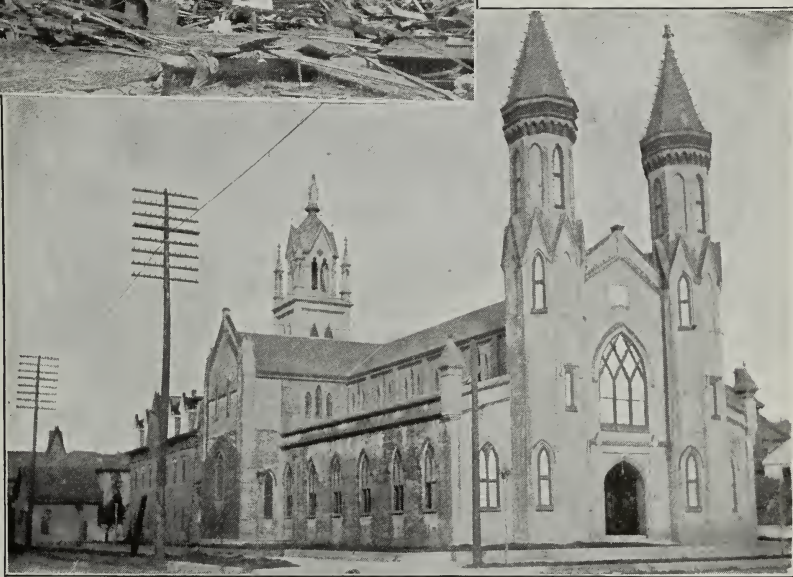
We feel that the book will have a vast sale throughout all parts of the country, and hope thousands will contribute their services in increasing the revenue in behalf of the cause.

We take no part of the work to ourselves, other than a feeling of pleasure, that it has been in our power to contribute something to a people, who have bravely borne the most terrible disaster that ever befell any community on this continent.





A PATHETIC WRECK



CATHEDRAL

MAP SHOWING GALVESTON'S STORM SWEEP DISTRICT.

Shaded portion of Map shows area of total destruction.

Figures show elevation of different blocks above sea level.

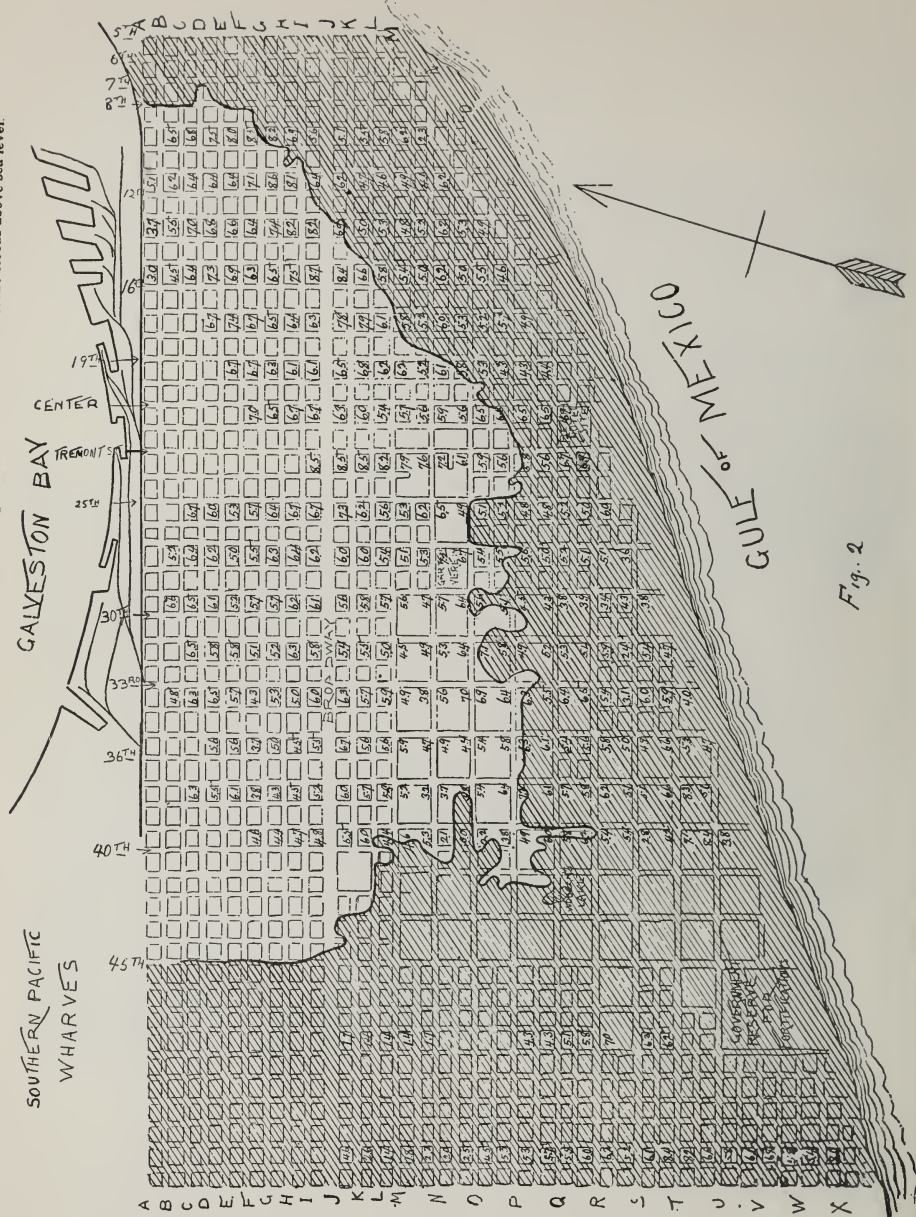


Fig. 2

EDITOR'S NOTE

By the thoughtful and gracious generosity of Mr. William C. Chase, publisher, the net receipts of this publication are dedicated to the public schools of Galveston. The manuscript has been prepared to meet an emergency, and there has been no effort at literary decoration. The most that can be said is that it is a plain story of the greatest tragedy of modern times. To the trustees of the public schools, to the Central Relief Committee, to Governor Joseph D. Sayers, to the contributors, and to Mr. Chase, the editor makes grateful acknowledgment for confidence and courtesy.



CONTENTS

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AN APPEAL

FROM THE PRESIDENT OF THE BOARD OF EDUCATION AND THE SUPERINTENDENT OF THE PUBLIC SCHOOLS OF GALVESTON

To the Schools of the United States, and Friends of Education :

The Southern Publishing and Book Company, of Atlanta, Georgia, has made a most liberal offer to us, as expressed here below, taken from the *Galveston News*, a report of the proceedings of the School Board of this city.

We are anxious to aid the Company in carrying out this splendid plan, fraught as it is with such noble purpose.

The schools of Galveston are practically wrecked. The damage, while very heavy, had it fallen in other times, the city could easily have met the exigency, but coming with other overwhelming results and losses, amounting to over \$25,000,000, with almost countless demands being made upon this city from every imaginable source, it is necessary that in order to open the public schools assistance must be rendered. The offer of the Publishing Company will solve the problem, for we feel that all will respond and aid in this noble undertaking.

Galveston had exceptionally excellent school buildings. Some are entirely swept away. We had an attendance of 5,500 pupils, and the system was well supported by the city. Imagine the condition to-day—our schools damaged and wrecked by wind and water, the children without schools, and the city staggering under an overwhelming loss in all directions. We mention these facts to our brother workers in the cause of education, assured of their practical and prompt coöperation.

We ask you to work personally for the sale of this book, "Galveston in 1900." ITS HISTORY, PAST AND PRESENT, AND ITS FUTURE UPBUILDING. The book will contain from two to three hundred illustrations, showing Galveston before and since the storm. It will have a graphic story of the catastrophe of September 8th, in which thousands lost their lives, and millions of dollars worth of property and thousands of homes were swept away—making it the greatest disaster that has befallen any community in the Union.

Send orders for the book direct to the Company, in Atlanta, and also names of men and women, girls and boys, and all who will work for the sale of the book; and do this without delay, as the case is an urgent one.

We thank you in the name of children who will some day realize what the people of the Union have done for them in the hour of their helplessness, and will ever be grateful and worthy of your assistance.

Yours very truly,

M. E. KLEBERG,

President of the Board of Trustees of the Public Schools of Galveston, Texas.

JOHN W. HOPKINS,

Superintendent of the City Schools of Galveston, Texas.

MONEY FOR THE SCHOOLS

A BOOK PUBLISHING CONCERN TO GIVE GALVESTON
SCHOOLS PROFITS ON A BOOK ON GALVESTON

The Galveston School Board held a special meeting yesterday forenoon to consider the matter proposed in the following letter:

Southern Publishing and Book Company, Atlanta, Georgia.—Galveston, Texas, September 27.—Board of Trustees of Public Schools of Galveston—Gentlemen: In order to render practical and material aid to the City of Galveston in her dire distress and need, we offer to devote to the Public Schools of Galveston the net proceeds of a book we are preparing upon Galveston—its history to the present time, and outlining its future. The book will be handsomely illustrated.

We learn that the Public Schools are practically in ruins, and to the cause of education all men will respond. We feel we can aid you in your work, and ask such coöperation as you can give in the furtherance of this undertaking.

Yours very truly,

WM. C. CHASE,

President Southern Publishing and Book Company.

Mr. Chase was present and discussed the matter with the Board. The following resolution was passed:

"WHEREAS, William C. Chase, President of the Southern Publishing and Book Company, of Atlanta, Georgia, has offered to assist in repairing the great damage wrought by the storm of September 8, whereby the Public Schools of Galveston were rendered untenable, and children are unable to attend schools, and sustained a loss of over \$100,000, and

"WHEREAS, said William C. Chase, representing said Publishing Company, now comes and offers to publish a book at cost and expense of said Company, giving a historic account of Galveston from its earliest days to

the present, illustrating same and outlining the future plans for the upbuilding of Galveston, which book said Company publishes and sells at its own cost, and offers to deliver to the School Board of Galveston the net proceeds of the sale of said book,

"Be it resolved, That the Board of Trustees of the Public Schools of Galveston, in session this day, accept the generous offer, and call upon the press and people of the country to further the great undertaking of the Southern Publishing and Book Company made in behalf of our schools, and order that George Sealy, Treasurer of the School Board, be and he is hereby appointed to receive all funds forwarded by said Company, and friends of our afflicted schools.

"Resolved, That a copy of these resolutions be forwarded to said Publishing Company, and a copy given to the agent of the Associated Press."

The School Board is now without sufficient funds to repair the buildings or operate the schools. The Southern Book Publishing Company has its work well in hand, and expects to issue the book at an early date, and it is expected that the Galveston schools will realize quite a large sum from that source in time to be of service to the schools this year.

Galveston Daily News, Sept. 28.

BOARD OF EDUCATION

CALL A MEETING TO TAKE ACTION FOR RELIEF AND PASS THE FOLLOWING RESOLUTIONS

WHEREAS, William C. Chase, President of the Southern Publishing and Book Company, of Atlanta, Georgia, has offered to assist in repairing the great damage wrought by the storm of September 8th, whereby the Public Schools of Galveston were rendered untenable, and children are unable to attend schools, and sustained a loss of over one hundred thousand dollars, and,

WHEREAS, said William C. Chase, representing said Publishing Company, now comes and offers to publish a book at cost and expense of said Company, giving a historic account of Galveston from its earliest days to the present, illustrating same, and outlining the future plans for the upbuilding of Galveston; which book said Company publishes and sells at its own cost, and offers to deliver to the School Board of Galveston the net proceeds of the sale of said book,

Be it resolved, That the Board of Trustees of the Public Schools of Galveston, in session this day, accept the generous offer, and call upon the press and people of the country to further the great undertaking of the Southern Publishing and Book Company, made in behalf of our schools,

and order that George Sealy, Treasurer of School Board, be and he is hereby appointed to receive all funds forwarded by said Company and friends of our afflicted schools.

Resolved, That a copy of these Resolutions be forwarded to said Publishing Company, and a copy given to the agent of the Associated Press.

We certify that the foregoing is a true copy of a resolution adopted by the Board of Trustees of the Public Schools of Galveston, Texas, at a meeting of said Board held September 27th, 1900.

M. E. KLEBERG,

President Board of Trustees, Galveston Public Free Schools.

FORSTER ROSE,

Secretary Board of Trustees, Galveston Public Free Schools.

ACTION OF CENTRAL RELIEF COMMITTEE

[This Committee has entire charge of all relief matters concerning Galveston, and appoints herein the Editor of the official book and history, "Galveston in 1900."]

WHEREAS, we recognize the necessity of compiling an accurate account of the storm disaster of September 8th, 1900, that its history be preserved in reliable form, and that future historians and others concerned may have ready access to a subject that has become preëminently prominent among the greatest events of our country and the world, and

WHEREAS, the Board of Trustees of the Public Schools of Galveston have adopted the generous plan offered by William C. Chase, President of the Southern Publishing and Book Company, of Atlanta, Georgia, to donate the net proceeds of the sale of said books to the Public Free Schools of the City of Galveston,

Resolved, That the Central Relief Committee earnestly approves of the liberal services of the Publishing Company to publish a work giving the history of Galveston from its earliest days to the present, and that it designates Clarence Ousley, Editor of the Galveston Tribune, as compiler of the said book, to be known as "Galveston in 1900," and that the work of Mr. Ousley and his collaborators be commended to the public, prepared as it is by the ablest men of Galveston, who are eminently equipped to produce the history of Galveston in all its bearing and relationships.

Resolved, That a copy of these resolutions be forwarded to said Publishing Company, and a copy delivered to the Associated Press.

A LETTER FROM THE MAYOR OF GALVESTON

AN OFFICIAL INDORSEMENT AND APPEAL

MAYOR'S OFFICE: WALTER C. JONES, Mayor

GALVESTON, TEX., October 2, 1900.

MR. WM. C. CHASE,
President Southern Publishing and Book Co.,
Atlanta, Ga.

DEAR SIR:

I note with gratification the action by the school board of Galveston and others in regard to your offer to publish for the benefit of our public schools a work upon Galveston, written by Galvestonians who know the past concerning Galveston, in all the details of its history, who were identified with her and who were present during the storm, which has become historic.

It is eminently proper that there should be such a record as you contemplate, written for the sake of history and not as a sensational speculation.

We sincerely thank you for your generous offer in behalf of the schools that have suffered such severe losses, and I feel that I voice the sentiments of our people in this expression, and also in calling upon the public everywhere to patronize a work which by its authorship and authority must be recognized as the representative official record of our history and our disaster.

Yours very truly,

(Signed)

WALTER C. JONES.

Mayor.

STATE SUPERINTENDENT OF EDUCA- TION EARNESTLY CO-OPERATES

STATE DEPARTMENT OF EDUCATION

J. S. KENDALL, Supt. Public Instruction

AUSTIN, TEX., October 4, 1900.

MR. W. C. CHASE,
President Southern Publishing and Book Co.,
Atlanta, Ga.

DEAR SIR:

In the public prints I have recently noticed that your house will publish soon a work prepared by the leading citizens of Galveston, entitled "Galveston in 1900," and that the proceeds from this publication will be

devoted to the rehabilitating of the Galveston public school buildings. I also note that Judge M. E. Kleberg and Prof. J. W. Hopkins, chairman of the school board and superintendent of the city schools, respectively, have heartily indorsed this move.

Permit me to say that this effort to aid Galveston schools to regain their former high standing in the school work of the state and of the nation is truly commendable and should receive the support of the friends of education and humanity everywhere. It will afford me great pleasure to aid this enterprise personally and officially wherever and whenever I can do so.

Yours very truly,

(Signed)

J. S. KENDALL,

State Superintendent.

THE GOVERNOR OF TEXAS

DESIROUS OF SERVING THE PUBLIC SCHOOLS OF GALVESTON, AND
OBTAINING FOR THE PEOPLE A RELIABLE AND
AUTHENTIC HISTORY, WRITES
AS FOLLOWS

EXECUTIVE OFFICE, STATE OF TEXAS

AUSTIN, TEX., October 4, 1900.

WM. CHASE, ESQ.,

President Southern Publishing and Book Co.,

Atlanta, Ga.

DEAR SIR:

My attention has been called to the work you are doing in behalf of Galveston, and I see by the press dispatches that the book "Galveston in 1900," which your company is publishing for the benefit of the public schools of Galveston, is to be written by Galvestonians, and is to be the official book and history. I give my cordial assent to its publication upon the condition that the entire matter that is to appear in the book shall have the indorsement and approval of Clarence Ousley, Esq., of that city, and to whom, I understand, has been confided its editorship.

Your efforts deserve the support of all who would aid the stricken city, and the book itself will prove a most valuable addition to the history of our country.

I desire to thank you personally and officially for your kindly offices, and beg to remain,

Yours very truly,

(Signed)

JOSEPH D. SAYERS,

Governor of Texas.

INTRODUCTION

A city of 38,000 happy and busy people; a city of splendid homes and broad clean streets; a city of oleanders and roses and palms; a city of the finest churches, school buildings, and benevolent institutions in the South; a thriving port with many ocean-going ships at anchor, discharging and receiving cargo; a seaside resort, with hundreds of bathers at play in the safest and most delightful surf in the world; a city of great wealth and large charity—that was Galveston on September 8, 1900.

A city of 32,000 stunned and stricken people, a thousand naked, five thousand bruised, ten thousand homeless, all searching for their friends among the slain, tearless but bleeding at the heart, unappalled and uncomplaining; a city of wrecked homes and streets choked with debris sandwiched with six thousand corpses; a city leafless and bloomless, with the slime of the ocean on every spot and in every house; a city with only three churches standing, not a school building or benevolent institution habitable; a port with shipping stranded and wrecked many miles from the moorings, light craft cast upon the land as the playthings of the elements, ocean-going vessels sent crashing through railroad bridges or driven high onto shore and shallow; a wide, white beach and a rolling surf three hundred feet inward from the former water line, tenantless as the primal seas, lapping an area of total destruction four blocks deep and three miles long, with not a timber of three thousand houses left to mark their sites; a city without fortune or resource, not totally paralyzed or sorely crippled; a city without lights except tallow candles and kerosene lamps; a city without fresh water except the slender store in a few up-ground cisterns; a city with food for scarcely a week, cut off from the world by three miles of shallow bay and many miles more of utter devastation; a city whose very cemeteries had been emptied of their dead as if to receive new tenants—that was Galveston on September 9, 1900, the sad and fateful Sunday when she awakened to her sorrow, when there was no preaching or public service, but when every soul had faced its God and knew its own accounting, when the first and last sob of an unspeakable grief welled once to the lips and then was smothered in the tremendous responsibility of caring for the living, when the meridian sun had scarce revealed himself before the work of relief and restoration was begun, and when 30,000 strong men and brave women took up a task

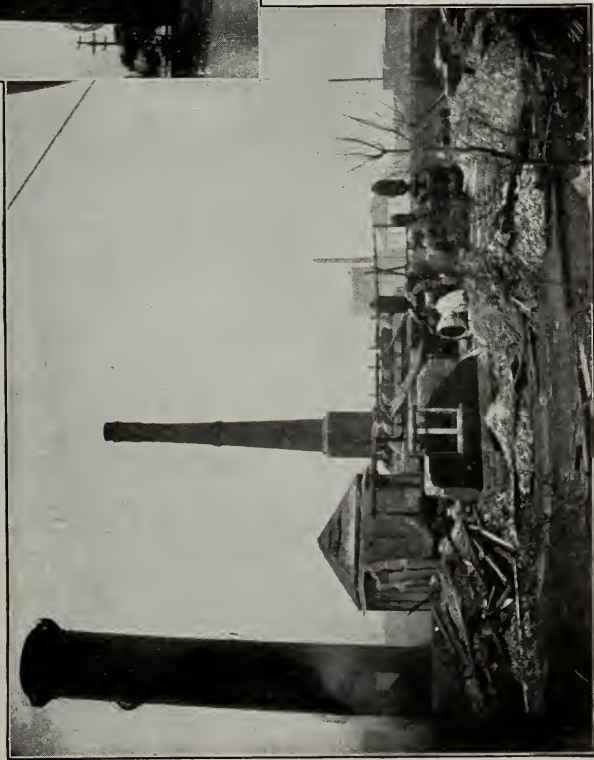
which mankind has never before been called upon to perform and settled down to their work with the supreme confidence that a loving world would hear the cry that had been sent by a courageous messenger to the nearest telegraph station, and hearing, would respond.

A city of 30,000 earnest and busy people; a city of canvas, tarpaulin, and tar-paper covered roofs, with roadways bored through the debris and anointed with cargoes and trainloads of disinfectants; a city of straightened trees, greening leaves, and brave blossoms bursting in the semi-tropical sun; a bustling port, with wharves restored, grain elevators running, ships hauled off the shallows and taking cargo, cotton compresses coughing their strenuous labors; a wide, white beach, dotted with clean tents and temporary houses occupied by poor but ambitious and hopeful artisans; railroads operating on schedule, fresh water abundant, telegraph clicking its song of trade and intelligence, telephones ringing, electric lights blazing, thousands of workmen employed at good wages, busy stores with new stocks; hope in every heart and resolution in every face—that is Galveston to-day.



BEFORE STORM—MAIN ENTRANCE OF GARTEN VEREIN
Badly damaged by storm

SCENE OF WRECKAGE OF BUILDING
Water Tower scarcely injured. Had it been, thousands of people would have
famished.



CITY WATER WORKS, OFFICES AND WATER TOWER
Before Storm

THE HURRICANE

The fastest railroad train runs at a speed of sixty miles an hour. When you ride on such a flyer again take note of the telegraph poles and wayside objects flashing by. Imagine yourself going at twice that velocity and you may gather some idea of the hurricane at Galveston on September 8th.

The recorded velocity was eighty-four miles an hour at 5:15 P. M., when the anemometer of the United States weather station was carried away. Just before that, the instrument recorded a spurt of two minutes at the rate of one hundred and two miles an hour. By the observation of all intelligent men the highest velocity had not then been attained, and it is the opinion of Dr. I. M. Cline, local forecast official, and all his associates, that at 7 P. M., the velocity was at least one hundred and twenty miles an hour. This is not the exaggeration of the popular mind, but the minimum estimate of trained, scientific observers.

By the imperfect records of the wrecked tide gauges and the water-marks on the government fortifications along the beach, the inundation reached an average height of thirteen to fourteen feet above mean low tide. The site of the city is not quite nine feet at the highest point. Therefore, the inundation over the highest parts of the city was four to five feet above the street level. Elsewhere, of course, it was correspondingly deeper in the ratio of the slope from nine feet at the highest to five feet at the lowest residence sites.

At the height of the flood the wave crests at the beach line undoubtedly measured twenty feet.

The velocity of the incoming waters cannot be measured, but the momentum was the mathematical product of the wind's velocity moving a great expanse of water thirteen to fourteen feet deep. Such a volume of water at ten miles an hour constitutes a force irresistible for any length of time.

It is hoped that this brief synopsis of the physical forces of the hurricane will enable the reader to understand its effects, which are measured by the staggering total of six thousand lives and thirty millions of dollars.

It would be a labor of love to sit for days and write the stories of heroism chronicled by that night of woe. But of thirty-eight thousand population, thirty-two thousand survived; and each of the living

wrought deeds as heroic as the annals of battle, and most of the dead died with muscles taut and teeth set, struggling grimly in rescuing the maimed and the drowning, and surrendering only when the battered human hulk would no longer answer its helm.

A full month after the storm it is not unusual to discover in the debris the remains of a stout boy with his right arm shattered and his left grasping the body of his baby brother; an emaciated dog guarding the corpse of his master stowed in a chance cavity of wreckage; women with infants lashed to their backs—every hour since the morning of September 9th uncovering its record of sacrifice and every hurried con-



LUCAS FLATS

One of the most horrible wrecks is shown by above. This is all that remains of an attractive apartment building in which many families lived. Twenty persons were saved by taking refuge in one corner, the balance are buried under the debris.

versation between neighbors bringing the recollection of some forgotten adventure.

Oh, the unwritten tragedies! Oh, the gruesome dramas enacted behind the black curtain of that roaring, wailing night!

A trained nurse, on duty at a beach-side residence, early in the morning laid out the dead form of a new born infant, and, as the house floated in the rising tide voyaging to certain wreck, administered a sleeping potion to the distracted, pain-racked, helpless mother, and as the house was tumbling about her head she put on a man's bathing-suit, with one stroke of the scissors cut off her hair, and plunged into the seething sea. From eight o'clock to two o'clock adrift on a stout

timber, she was finally cast ashore, almost naked, shivering in the pitiless rain and hail, against the warm body of a shaggy dog. Purple with bruises from head to foot, she was at her duties again within the week.

A seamstress, likewise attired in a man's bathing-suit, shot from the house as from a catapult, floundered a while, was caught in the hair by a projecting nail and carried down, but tore herself loose, rose and clambered upon a raft, thence after an hour into the second-story of a house. There she secured a wrapper which she stuffed into the trunk of the bathing suit, shirt-fashion, for warmth, and Sunday morning walked down the street with an apple in her hand, babbling and pleading for a cup of coffee. Within the week, clothed and in her right mind, she was cheerily earning her livelihood.

A strong young man, Æneas-like, bore his invalid mother upon his shoulders to a neighboring house, and then went back to fetch away two ladies, strangers, who had drifted in earlier. Whether he reached them or not is unknown. His body was found the next day. The site of the house is as bare as the desert sands.

Two policemen, on duty in the down-town districts, labored all night, rescuing women and children, and went home next morning to find houses, wives, and babes traceless as footprints upon the white-washed beach.

Two boys upon a raft, with their backs to the wind, gasped and died, as if the hurrying hurricane sucked the bréath from their lungs.

On September 4th, 5th, 6th, 7th, and 8th the Washington weather office sent out warnings of a hurricane raging in the gulf, and cautioned mariners against going to sea.

On September 7th the local weather bureau forecast high winds from the north that night, and the wind rose accordingly about 2 A. M., on the morning of the 8th. It blew furiously all day from the north, veering intermittently northeast and northwest, but holding mainly north, and increasing hourly in violence, until nearly 7 P. M., when there was a slight lull. Hope rose that the worst was over, but a few minutes later it came with fresh fury, and at seven o'clock reached the phenomenal velocity of one hundred and twenty miles an hour.

At 7:30 o'clock the wind shifted to the east, slightly subsiding, at nine o'clock to the southeast, and at ten o'clock to the south, where it held until well into the next day, gradually lulling to a breeze, finally in the early afternoon dissipating the torrential rain and the sullen clouds.

The barometer began to fall during the afternoon of the 6th, and continued to fall until the morning of the 8th, when it read 29.42 inches. It fell more rapidly until 7 P. M., when it recorded 28.48 inches. An

unofficial announcement from Washington declared this to be the lowest barometer in the history of the weather bureau.

The tide had been boisterous for several days. The bathers had rare sport until Friday night, when the surf became too rough for comfort or safety. Saturday morning it rose over the lower parts of the city. The hurricane in the gulf was depressing the water out at sea, and piling it by reaction upon the shore. But the north wind was so strong it did not encroach very far until nearly noon. Meanwhile, the tide had crept steadily into the harbor, and at 2 P. M., the gauge



FURNITURE, CLOTHING, ETC., IN DEBRIS

showed six feet above mean low tide. The north wind reinforced the tide in the bay side and drove the water angrily against and over the wharves and railway tracks. By three o'clock in the afternoon, there had been a property damage to the railroad and shipping interests of more than one hundred thousand dollars. The last train arrived a little after noon. Traffic was abandoned because the three railroad bridges across the two miles of the west bay were submerged.

During the afternoon the water rose steadily, submerged many beachside residences, and wrecked a few. At five o'clock the tide was about nine feet above mean low and just covered the highest streets.

After this hour observations were confusing and contradictory. Some men declare that the highest flood was at 7 to 8 p. m., and others declare that the tide was at the flood about midnight. All, however, agree that the subsidence was remarkably rapid—some say in half an hour, but the opinion of the calmest is that it left the streets in little more than an hour.

These contrary observations may be partly accounted for by the fact that many persons were without timepieces or did not consult them, or that the experience during the flood seemed larger than the experience after the subsidence. But there was undoubtedly an inequality in the height of the water and a considerable variance in the time of flood and of subsidence. These apparent anomalies may be accounted for by the fact that along the beach front the wrecked houses made a barrier of debris, more or less compact in certain places, which held back the water a while and held it in longer; and especially by the plain geographical condition that the island gently slopes northward and southward from the central line of Broadway, running east and west, and when subsidence began the south wind assisted it in clearing the northern slope while retarding it from flowing backward across the southern slope.

In the face of these weather warnings and the rising tide, why, it may be properly asked, did the people not take refuge on the highest ground and in the best buildings?

Many did. The district of total destruction contained 2,636 houses by actual map count. In these houses there were fifteen thousand to sixteen thousand persons. One-third or one-half of them moved out Saturday afternoon. From noon till night the streets were thronged with refugees. By night flight was dangerous or impossible. The wind was doing murder with flying slate, and the angry waves were claiming their victims by the score.

Many were unafraid or judged their houses sufficiently strong. This was not foolhardiness. There had been high waters before, notably in 1875 and 1886, when the effect was mainly discomfort and wrecked fences. For years the physical geographers had argued plausibly, supported by experience, that the high-water records were the maximum of possibility, because the beach at Galveston slopes so gently to the ocean depth that destructive waves would be broken and their force would be dissipated before reaching the shore. Thus assured, many a man of intelligence and ordinary prudence surveyed the rising tide with perfect equanimity. The inundation would be wasteful and damaging, to be sure, but it brought no danger to high-raised and stoutly built houses, had no terrors for self-possessed and reasoning persons.

Alas, for logic and observation! Nature scorns limitations, and the

elements ruthlessly wreck the puny instruments which dare to measure their forces.

The wind grew hour by hour, and the tide rose inch by inch. Recollecting the comparative harmlessness of previous storms, it is not surprising that the people felt so little fear. Confidently expecting each minute to see abatement, it is not strange that they were so calm and self-possessed. When the crisis came, their calmness and self-possession served them well; and they came through the experience from first to last complete masters of themselves.

It is worth noting in this connection, and will be remarked elsewhere for another purpose, that the jetties broke the force of the swells in the eastern part of the city, and consequently the eastern section suffered less than the western, though the wind at the hurricane velocity came out of the southeast. The jetties are walls of stone confining the waters of the harbor channel; they extend eastward, one from the eastern extremity of the island and the other from the point of the peninsula opposite. Though they are raised but five feet above mean low tide, they checked the waves, and in some degree modified the damage to the section in their lee.

But all along the gulf shore, with an ever-widening path to the westward, until the destruction reached entirely across the suburban section, covering an area of fifteen hundred acres, containing 2,636 houses, the havoc of wind and wave was complete. Here not a timber remains upon the original site. The gulf has now encroached half a block to a block, and to this extent the very sites are lost. The tall chimney of the old burned Beach Hotel lies a pile of brick, in the edge of the water, and the stout piles upon which the hotel rested, now stand in the surf. The bath-houses and amusement resorts along the beach, where thousands swarmed in summer, and where there was life and pleasure nine months of the year, are utterly obliterated. Beautiful cottages and humble homes alike were swept as if by a broom across a village of toy houses, and piled in a windrow from east to west three miles long. Elsewhere in the city at least a thousand more houses were broken in pieces or wrecked beyond repair. The total of absolute destruction was more than three thousand six hundred.

In this formless and endless wreckage were found more than three thousand corpses. A thousand more were picked up in streets and yards. Five hundred more were picked up or picked to pieces by buzzards on the shores of west and north bay. Five hundred more were taken out by the receding tide and fed the carrion fish of the deep sea. These are round numbers. Even late in October the death list swells daily, and the known lost reach within a few hundred of six thousand. Counting strangers, those who had lately arrived and had not yet made

friends to inquire about and report them, and leaving a small margin for other unchronicled disappearances, it must be sure that the figures are conservative.

To this mortality in the city must be added ten to twelve hundred on the island to the west. The population outside the city on the island was, by the last census, sixteen hundred. The census taker, who lived twelve miles below, at the outer edge of the island community, and who knew practically all the residents of the country district, estimates that not over four hundred remain.

On the mainland northward, in the coast counties for a swath of sixty miles wide and one hundred miles north, by the most careful estimates there were at least a thousand more. The sum total of deaths by the hurricane of September 8th, therefore, was more than eight thousand. The maximum estimates are ten thousand to twelve thousand.

The property loss in the city alone is variously estimated at twenty to thirty million dollars. These estimates, of course, include the damage to public, non-taxable property, such as paving, water-works, schools, and churches, and also the damage to quasi-public works, such as railroad terminals, wharves, and shipping.

To describe the storm in the details of effect upon individuals would be to recount the experiences of thirty-two thousand survivors, for none escaped facing death. There was water in every house or basement. There was damage to every roof. There were refugees under every shelter. Babies were born in temporary asylums and even in the choking flood. To compile the hundredth part of these experiences would be impossible. A few instances may help the reader to comprehend in some degree a calamity unmeasurable in effect and unspeakable in detail.

Out on Thirty-fifth Street, about eight blocks from the beach, resided a fine old gentleman, a pioneer, a Hebrew by descent, and one of God's noblemen. His house was large and strong. Late in the afternoon the water was running down the street like a mill-race, waist-deep. The old man, with gray hair and patriarchal beard, stood on the porch bracing himself against the wind, and called in the refugees until night and the howling hurricane shut out the view and drowned his voice. Perhaps a hundred, besides his own family of a dozen, were gathered in. The house went down at last, and of his name only two of his sons survive.

Farther west, in a somewhat sparsely settled section, was the home of a carpenter and contractor which was the refuge of fifty or more persons. Early in the flood the house reeled and threatened to collapse. The carpenter called the able-bodied men to his assistance and nailed and barred and fought the water and the wind for six agonizing hours.

His efforts were aided by a friendly telephone pole falling just to the leeward and enmeshing the building with its cable-like wires. Meanwhile, one of the refugees thought to find a safer place elsewhere. He alone of that party was lost.

In an east end residence were an invalid mother and an almost invalid son. Their house was rapidly going to pieces. The son plunged into the water neck-deep, seized some passing planks and in ten minutes had a bridge from the rear gallery of his house to the rear



FLOORS AND ROOFS ENTER-CRASHED

gallery of the next, across which he bore his mother in safety. To-day the lady is in better health than she has been for years.

Three pretty, well-built brick-veneered residences stood near the beach. Into the one nearest town several refugees went early in the evening. A man and wife, who had entered, seeing the house was crowded, about nine o'clock went to the house next toward the beach. A half-hour later they returned, guided by instinct or premonition, and a moment later the house they had just left collapsed. The head of the household was cast up ten blocks away. His wife and sister were drowned. They, too, had resolved to leave the house, but it went to pieces before they could escape. Of the three houses only the first

mentioned escaped total destruction and the lower story of that was literally pounded out by the debris, so that the upper story rested upon the ground, but held together and saved fourteen persons. Of that party three were men, the others women and children; and through the whole night, in the buffeting flood, the shrieking wind, the cold rain beating through the slateless roof, the water neck-deep over the floor, the ear-splitting din of crashing windows, crunching timbers and rattling, wind-blown drift, in the groaning lurch of the upper framing—through all the agony of expected death, not a child cried, not a woman screamed.

On Tremont Street, well up toward the business section, a high-raised residence was early crowded with refugees. A little before dark a neighbor from across the alley in the rear entered, wading to his shoulders, and in broken voice said pleadingly:

“My wife! My wife!” He could only point to the rear in token of his desire to fetch her away. He was bidden to hurry. By the aid of a skiff she was conveyed in safety. She had been a mother four days. The next trip brought the baby. Both were redressed in dry clothing and tenderly cared for in the only dry spot in the house.

Every home that stood was an asylum, not only Saturday night, but many days thereafter. A stately residence in the east end, owned by a banker whose family had not returned from their summer outing, sheltered for several weeks fifteen to twenty-five negroes who had lost their all.

Houses vacated early in the evening by the more timid were occupied later in the night by the more desperate. Every door was open and any who might enter was lord and master.

There was no distinction of race or color or class then or thereafter in the work of saving, of cleaning, of relief, and restoration. White and black survivors huddled under one roof; moralist and profligate wrought side by side in the morgue and in the street; virgin and Magdalen lay on one funeral pyre; Jew and Gentile next Sunday worshiped in the same temple; the brotherhood of man was a reality.

If the storm was terrible, the calm was appalling. During the night each knew only his own sorrow. When dawn came he learned the sorrows of others. Climbing out of the wreckage or peering out of his asylum he looked upon a beautiful city bruised almost unto death, fifteen hundred acres a waste, every street choked with ruins, every house in mourning for loved ones or friends, hundreds of families blotted out and thousands homeless, every public function paralyzed, not a wheel turning, every street car “dead” upon the track, every water main empty, not a newsboy in the street, every electric wire broken and dangling from shattered poles, ships wrecked and stranded, railroad tracks torn up, a sullen surf still breaking upon a littered shore, a

boisterous bay thick with human flotsam—the stillness of annihilation, the confusion of chaos!

And over all a thick, noxious slime, the very vomitings of a maddened, retching ocean.

But in the stillness of the gray dawn, before a tear had come to straining eyes or a sob to firm-set lips, ere the survivor could count his dead or call to his neighbor, while the wind yet swept the waste it could harm no more and the rain beat pitilessly upon the unsheltered and shivering perched upon rafts or huddled behind walls, in the dread,



EIGHTEENTH STREET AND AVENUE M, LOOKING NORTH

apprehensive calm when each prayed for the light and yet trembled to look at its revelation, when hearts beat low and fearsome whisperings fell upon tired ears—in that sinking moment the bells in the wrecked convent of St. Ursula, where hundreds had found refuge and consolation, sounded the call to early mass.

Sweeter music never fell upon human ears.

Resignation and resolution filled every breast. Hope rose in every heart.

Thirty thousand people came forth to face whatever the day might reveal, to do whatever the hand might find.

Beautiful Galveston, broken, bruised, and torn, but erect and fearless, splendid in the majesty of conscious strength and firm in conviction of a God-given destiny, chastened but not downcast, humbled but undaunted, bravely took up her task.

For the first few hours of Sunday morning the homeless sought shelter and breakfast; those whose homes stood sought out the hungry and helpless; heads of families searched for their lost ones, and friends inquired for friends among the dead and living. Those who had stoves and chimneys standing made coffee and cooked hurried meals. Charcoal furnaces, alcohol stoves, and chafing dishes were pressed into service. Hotels and restaurants accommodated all who applied with or without money as long as their supplies lasted. Stores handed out canned goods and prepared foods as long as they lasted.

Gradually the men drifted down town. About ten o'clock a hurried meeting of a dozen or more leading citizens was held and resolved to get the news to the outside world, to the president, the governor, and the newspapers. There was no communication except by boat across west bay to the mainland. The three railroad bridges and the wagon bridge were destroyed. The only craft afloat that could navigate the shallow waters of the bay was a twenty-foot steam launch and that was badly battered and crippled, and the bay was still in a tumult. A crew and messengers volunteered and started. Their journey was perilous in the extreme. The boat would hardly answer her helm, she was too short to span the waves and was tossed like a cork. The brave fellows aboard were nearer death on the bay than they had been in the storm. But they persevered, and shortly after noon they scrambled ashore at Texas City, ten miles to the north, and made their way several miles overland to the nearest point where the railroad tracks were still in position, thence proceeded by hard stages, pumping a hand car fifteen miles and finally meeting a train which, after tedious delays, turned back to Houston. The messengers left Galveston Sunday at 11 A. M. They reached Houston Monday at 3 A. M. The messengers were Richard Spillane, commercial editor of the *Tribune*; J. J. Delaney, assistant civil engineer of the Southern Pacific; E. L. Porch, broker; E. L. Cox, broker, and Tom South, Galveston correspondent of the *Houston Post*. The captain of the volunteer crew was Lawrence V. Elder, a contractor.

As the men gathered down town the mayor passed the word along that a public meeting would be held at the Chamber of Commerce rooms in the Tremont Hotel at two o'clock P. M. At the appointed hour the meeting assembled and organized a Central Relief Committee with sub-committees for immediate relief and the work of this organization is treated in a separate section.

Even at that hour no one estimated the dead at more than five hundred, and it was intended to duly inter the victims after identification. It was even questioned whether the formality of a coroner's inquest should be suspended. In the light of subsequent revelation this thought of legal observance appears grossly ludicrous.

Already the corpses were being assembled at the undertaking establishments and in an improvised morgue. Monday morning these houses of the dead were packed. It was seen that identification was impossible, that burial was a task beyond accomplishment, that putrefaction endangered the living, that the assembling of corpses must stop. Wholesale disposition was required.

Then it occurred to some one to send the dead to sea. It was a time when any expedient promising relief found ready acceptance. A few courageous men, headed by Martin P. Morrissey, undertook the task. In carts and wagons the dead from the morgues were hauled to the wharf and loaded onto barges. They were not shrouded except by sheets or blankets, pieces of carpet or such covering as came to hand. Many were almost naked.

It is too horrible to tell in further detail. September in Galveston is a summer month. The men at the work in the morgues and at the wharf sickened and recoiled. Human nature has its limitations. They were supplied with whisky and encouraged to persevere. Fresh recruits were brought in, some volunteers, some impressed at the point of the bayonet. One rebelled and tried to incite his fellows to resistance. He was felled like an ox and tumbled onto the barge. If the corpses were not removed by night they could not be removed at all except in fragments. If the morgues were not cleared by the morrow, no living thing could enter and they would have to be burned. They were cleared. Seven hundred corpses were sent to sea.

Tuesday that method was abandoned as unwise if not impossible. Decaying bodies must not be hauled through the streets. Burial or incineration on the spot was the only way of expedition and health. And so it was ordered. So it continued for more than six weeks, until every pile of wreckage had given up its dead.

Sunday and Monday there was some looting. In every community there are ghoulish natures. Galveston had her share, perhaps, but no more. The remedy was swift and effective, as the situation required. The local militia had been employed to preserve order and these, with the police and sheriff's forces, held the lawless in check without the delay of formal complaint and arrest. Current reports at the time represented that as many as seventy-five ghouls were shot in their tracks. Diligent inquiry fails to discover conclusive proof of one-tenth the number. It may be safely put down that if any were killed the

number will not exceed a half-dozen. At any rate the reports and display of force served a good purpose.

By Tuesday morning every able-bodied man in the city who would not volunteer to clean the streets and overturn the debris was impressed by officers. There was little impressing. For the most part the entire male population, white and black, laborer and office man, Chinaman and Caucasian, were enlisted in the desperate cause of saving the living by disposing of the dead.

Within a week these forces were placed under the charge of Brigadier-General Thomas Scurry, adjutant-general of Texas, who had arrived to lend the power of the state to the distress of the municipality, and after September 13th every laborer was paid regular wages.

The most threatening condition during the first few days was the absence of fresh water. Galveston's water comes from artesian wells eighteen miles from the city. The quality is excellent and the supply abundant. There was no interruption of the flow, no break in the thirty-six-inch main under the bay. There was water in the receiving tanks and the standpipe stood uninjured. But the pumping station was wrecked.

Only a few up-ground cisterns stood between thirty-two thousand people and a water famine.

Monday evening C. H. McMaster, secretary of the Chamber of Commerce, and a member of the Board of Water Commissioners, organized a gang and went to work at the pumps. Within a few hours he announced that relief was a matter of but a few days, and by the end of the week the water was running in every house.

Telegraphic communication was restored within five days, and by September 20th the railroads had reconstructed one bridge for their joint use. Then commerce began to move and Galveston stood once more ready for the business of the West which had made her great, holds up her hands now and will make her greater as the years pass and the products of her territory multiply.

Following is the official report of Dr. I. M. Cline, local forecast official and section director, of the hurricane. It is especially valuable to students of natural phenomena and will give the general reader a clearer idea of the force of the elements than a layman can convey.



A DREARY WALK.—Foreground for several squares was once the scene of attractive homes. To the left is shown wrecked Public School, wall blown in and floors gave way.

SPECIAL REPORT ON THE GALVESTON HURRICANE OF
SEPTEMBER 8, 1900

By ISAAC M. CLINE, Local Forecast Official and Section Director.

(Official report, published by authority from Prof. Willis L. Moore, Chief U. S. Weather Bureau. Seventy-fifth meridian time, one hour faster than Galveston time, used in this report.)

The hurricane which visited Galveston Island on Saturday, September 8, 1900, was no doubt one of the most important meteorological events in the world's history. The ruin which it wrought beggars description, and conservative estimates place the loss of life at the appalling figure of six thousand.

A brief description of Galveston Island will not be out of place as



DEBRIS PILED ROOF-HIGH

introductory to the details of this disaster. It is a sand island about thirty miles in length and one and one-half to three miles in width. The course of the island is southwest and northeast, parallel with the southeast coast of the state. The city of Galveston is located on the east end of the island. To the northeast of Galveston is Bolivar Peninsula, a sand spit about twenty miles in length and varying in width from one-fourth of a mile to about three miles. Inside of Galveston Island and Bolivar Peninsula is Galveston Bay, a shallow body of water with an area of nearly five hundred square miles. The length of the bay along shore is about fifty miles and its greatest distance from the gulf coast is about twenty-five miles. The greater portion of the bay lies due north of Galveston. That portion of the bay which separates the island west of Galveston from the mainland is very narrow, being

only about two miles in width in places, and discharges into the Gulf of Mexico through San Luis Pass. The main bay discharges into the gulf between the jetties; the south one being built out from the northeast end of Galveston Island and the north one from the most southerly point of Bolivar Peninsula. The channel between the jetties is twenty-seven to thirty feet in depth at different stages of the tide. There are channels in the harbor with a depth of thirty to thirty-five feet, and there is an area of nearly two thousand acres with an anchorage depth of eighteen feet or more. The mainland for several miles back from the bay is very low, in fact much of it is lower than Galveston Island, and it is so frequently overflowed by high tide that large areas present a marshy appearance. These are in brief the physical conditions of the territory devastated by the hurricane.

The usual signs which herald the approach of hurricanes were not present in this case. The brick-dust sky was not in evidence in the smallest degree. This feature, which has been distinctly observed in other storms that have occurred in this section, was carefully watched for, both on the evening of the 7th and the morning of the 8th. There were cirrus clouds moving from the southeast during the afternoon of the 7th, but by noon only alto-stratus from the northeast were observed. About the middle of the afternoon the clouds were divided between cirrus, alto-stratus, and cumulus, moving from the northeast. During the remainder of the 7th, strato-cumulus clouds prevailed, with a steady movement from the northeast. A heavy swell from the southeast made its appearance in the Gulf of Mexico during the afternoon of the 7th. The swell continued during the night without diminishing, and the tide rose to an unusual height when it is considered that the wind was from the north and northwest. About 5 A. M. of the 8th Mr. J. L. Cline, observer, called me and stated that the tide was well up in the low parts of the city, and that we might be able to telegraph important information to Washington. He having been on duty until nearly midnight, was told to retire and I would look into the conditions. I drove to the gulf, where I timed the swells, and then proceeded to the office and found that the barometer was only one-tenth of an inch lower than it was at the 8 P. M. observation of the 7th. I then returned to the gulf, made more detailed observations of the tide and swells, and filed the following telegram addressed to the Central Office at Washington:

“Unusually heavy swells from the southeast, intervals one to five minutes, overflowing low places south portion of city three to four blocks from beach. Such high water with opposing winds never observed previously.”

Broken stratus and strato-cumulus clouds predominated during the early forenoon of the 8th, with the blue sky visible here and there.

Showery weather commenced at 8:45 A. M., but dense clouds and heavy rain were not in evidence until about noon, after which dense clouds with rain prevailed.

The wind during the forenoon of the 8th was generally north, but oscillated, at intervals of from five to ten minutes, between northwest and northeast, and continued so up to 1 P. M. After 1 P. M. the wind was mostly northeast, although as late as 6:30 P. M. it would occasionally back to the northwest for one or two minutes at a time. The prevailing wind was from the northeast until 8:30 P. M., when it shifted to the east, continuing from this direction until about 10 P. M. After



UNDER WATER AND WRECKAGE

10 P. M. the wind was from the southeast, and after about 11 P. M. the prevailing direction was from the south or southwest. The directions after 11 P. M. are from personal observations. A storm velocity was not attained until about 1 P. M., after which the wind increased steadily and reached a hurricane velocity at about 5 P. M. The greatest velocity for five minutes was eighty-four miles per hour at 6:15 P. M., with two minutes at the rate of one hundred miles per hour. The anemometer blew away at this time, and it is estimated that prior to 8 P. M. the wind attained a velocity of at least one hundred and twenty miles per hour. For a short time, about 8 P. M., just before the wind shifted to the east, there was a distinct lull, but when it came out from the east and south-east it appeared to come with greater fury than before. After shifting to the south at about 11 P. M. the wind steadily diminished in velocity, and at 8 A. M. on the morning of the 9th was blowing at the rate of twenty-six miles per hour from the south.

The barometer commenced falling during the afternoon of the 6th and continued falling steadily but slowly up to noon of the 8th, when it read 29.42 inches. The barometer fell rapidly from noon until 8:30 p. m. of the 8th, when it registered 28.48 inches, a fall of pressure of about one inch in eight and one-half hours. After 8:30 p. m. the barometer rose at the same rapid rate that had characterized the fall. The barograph trace sheet during this storm, from noon September 6, to noon September 10, is inclosed as Fig. 1. On account of the rapid fall in pressure, Mr. John D. Blagden, observer, took readings of the mercurial barometer as a check on the barograph, and his readings are as follows:

TIME.	READINGS.	TIME.	READINGS.
5:00 p. m. -----	29.05	6:40 p. m. -----	28.75
5:11 p. m. -----	29.00	6:48 p. m. -----	28.70
5:30 p. m. -----	28.95	7:15 p. m. -----	28.69
5:50 p. m. -----	28.90	7:40 p. m. -----	28.62
6:06 p. m. -----	28.86	8:00 p. m. -----	28.55
6:20 p. m. -----	28.82	8:10 p. m. -----	28.53

These readings confirm the low pressure shown by barograph and indicate the great intensity of the hurricane.

Mr Blagden looked after the instruments during the hurricane in a heroic and commendable manner. He kept the wires of the self-registering apparatus intact as long as it was possible for him to reach the roof. The rain gauge blew away about 6 p.m., and the thermometer shelter soon followed. All the instruments in the thermometer shelter were broken, except the thermograph which was found damaged, but has been put in working order.

Storm warnings were timely and received a wide distribution not only in Galveston, but throughout the coast region. Warning messages were received from the Central Office at Washington on September 4th, 5th, 6th, 7th, and 8th. The high tide on the morning of the 8th, with storm warnings flying, made it necessary to keep one man constantly at the telephone giving out information. Hundreds of people who could not reach us by telephone came to the Weather Bureau office seeking advice. I went down on Strand Street and advised some wholesale commission merchants who had perishable goods on their floors to place them three feet above the floor. One gentlemen has informed me that he carried out my instructions, but the wind blew his goods down. The public was warned, over telephone and verbally, that the wind would go by the east to the south and that the worst was yet to come. People were advised to seek secure places for the night. As a result thousands of people who lived near the beach or in small houses moved their families into the center of the city and were thus saved. Those who lived in large strong buildings, a few blocks from the beach, one of

whom was the writer of this report, thought that they could weather the wind and tide. Soon after 3 P. M. of the 8th conditions became so threatening that it was deemed essential that a special report be sent at once to Washington. Mr. J. L. Cline, observer, took the instrumental readings while I drove first to the bay and then to the gulf, and finding that half the streets of the city were under water added the following to the special observation at 3:30 P. M.: "Gulf rising, water covers streets of about half city." Having been on duty since 5 A. M., after giving this message to the observer, I went home to lunch. Mr. J. L. Cline went to the telegraph offices through water from two to four feet deep, and found that the telegraph wires had all gone down; he then returned to the office, and by inquiry learned that the long distance telephone had one wire still working to Houston, over which he gave the message to the Western Union Telegraph office at Houston to be forwarded to the Central Office at Washington.

I reached home and found the water around my residence waist-deep. I at once went to work assisting people, who were not securely located, into my residence, until forty or fifty persons were housed therein. About 6:30 P. M. Mr. J. L. Cline, who had left Mr. Blagden at the office to look after the instruments, reached my residence, where he found the water neck-deep. He informed me that the barometer had fallen below 29.00 inches; that no further messages could be gotten off on account of all wires being down, and that he had advised everyone he could see to go to the center of the city; also, that he thought we had better make an attempt in that direction. At this time, however, the roofs of houses and timbers were flying through the streets as though they were paper, and it appeared suicidal to attempt a journey through the flying timbers. Many people were killed by flying timbers about this time while endeavoring to escape from the town.

The water rose at a steady rate from 3 P. M. until about 7:30 P. M., when there was a sudden rise of about four feet in as many seconds. I was standing at my front door, which was partly open, watching the water, which was flowing with great rapidity from east to west. The water at this time was about eight inches deep in my residence, and the sudden rise of four feet brought it above my waist before I could change my position. The water had now reached a stage ten feet above the ground at Rosenberg Avenue (Twenty-fifth Street) and Q Street, where my residence stood. The ground was 5.2 feet elevation, which made the tide 15.2 feet. The tide rose the next hour, between 7:30 and 8:30 P. M., nearly five feet additional, making a total tide in that locality of about twenty feet. These observations were carefully taken and represent to within a few tenths of a foot the true conditions. Other personal observations in my vicinity confirm these estimates. The tide,

however, on the bay or north side of the city did not obtain a neight of more than fifteen feet. It is possible that there was five feet of back-water on the gulf side as a result of debris accumulating four to six blocks inland. The debris is piled eight to fifteen feet in height. By 8 P. M. a number of houses had drifted up and lodged to the east and southeast of my residence, and these with the force of the waves acted as a battering ram against which it was impossible for any building to stand for any length of time, and at 8:30 P. M. my residence went down with about fifty persons who had sought it for safety, and all but eighteen were hurled into eternity. Among the lost was my wife, who never rose above the water after the wreck of the building. I was nearly drowned and became unconscious, but recovered, though being crushed by timbers and found myself clinging to my youngest child, who had gone down with myself and wife. Mr. J. L. Cline joined me five minutes later with my other two children, and with them and a woman and child we picked up from the raging waters, we drifted for three hours, landing three hundred yards from where we started. There were two hours that we did not see a house nor any person, and from the swell we inferred that we were drifting to sea, which, in view of the northeast wind then blowing, was more than probable. During the last hour that we were drifting, which was with southeast and south winds, the wreckage on which we were floating knocked several residences to pieces. When we landed about 11:30 P. M., by climbing over floating debris to a residence on Twenty-eighth Street and Avenue P, the water had fallen four feet. It continued falling, and on the following morning the gulf was nearly normal. While we were drifting we had to protect ourselves from the flying timbers by holding planks between us and the wind, and with this protection we were frequently knocked great distances. Many persons were killed on top of the drifting debris by flying timbers after they had escaped from their wrecked homes. In order to keep on the top of the floating masses of wrecked buildings one had to be constantly on the lookout and continually climbing from drift to drift. Hundreds of people had similar experiences.

Sunday, September 9, 1900, revealed one of the most horrible sights that ever a civilized people looked upon. About three thousand homes, nearly half the residence portion of Galveston, had been completely swept out of existence, and probably more than six thousand persons had passed from life to death during that dreadful night. The correct number of those who perished will probably never be known, for many entire families are missing. Where twenty thousand people lived on the 8th not a house remained on the 9th, and who occupied the houses may, in many instances, never be known. On account of the pleasant gulf breezes many strangers were residing temporarily near the beach, and

Variations of Barometer, from September 6 to 10. Figures show inches and half-inches.

The grain elevators which were full of grain suffered the smallest damage. Ships have resumed loading and work is being rushed day and night. The railroad bridges across the bay were washed away, but

one of these has been repaired and direct rail communication was established with the outside world within eleven days after the disaster. Repairs and extensions of wharves are now being pushed forward with great rapidity. Notwithstanding the fact that the streets are not yet clean and dead bodies are being discovered daily among the drifted debris, the people appear to have confidence in the place and are determined to rebuild and re-establish themselves here. Galveston being one of the richest cities of its size in the United States, there is no question but that business will soon regain its normal condition and the city will grow and prosper as she did before the disaster. Cotton is now coming in by rail from different parts of the state and by barge from Houston. The wheels of commerce are already moving in a manner which gives assurance for the future. Improvements will be made stronger and more judiciously; for the past twenty-five years they have been made with the hurricane of 1875 in mind, but no one ever dreamed that the water would reach the height observed in the present case. The railroad bridges are to be built ten feet higher than they were before. The engineer of the Southern Pacific Company has informed me that they will construct their wharves so that they will withstand even such a hurricane as the one we have just experienced.

I believe that a sea wall, which would have broken the swells, would have saved much loss of both life and property. I base this view upon observations which I have made in the extreme northeastern portion of the city, which is practically protected by the south jetty; this part of the city did not suffer more than half the damage that other similarly located districts, without protection, sustained.

From the officers of the United States Engineer tug Anna, I learn that the wind at the mouth of the Brazos River went from north to southwest by the way of west. This shows that the center of the hurricane was near Galveston, probably not more than thirty miles to the westward. The following towns have suffered great damage, both in the loss of life and property: Texas City, Dickinson, Lamarque, Hitchcock, Arcadia, Alvin, Manvel, Brazoria, Columbia, and Wharton. Other towns further inland have suffered, but not so seriously. The exact damage at these places cannot be ascertained.

A list of those lost in Galveston, whose names have been ascertained up to the present time, contains 3,536 names.

UNITED STATES WEATHER BUREAU OFFICE,
Galveston, Texas, September 23, 1900.

IN THE HARBOR

The manner in which great ocean steamships were torn from their moorings, carried over vast stretches of shallows, swept far up the inner bay and stranded, serves to illustrate the fearful force of the hurricane. It apparently made but little difference whether a vessel were tied to a wharf or lay at anchor in Bolivar roadstead. In either case the ship was the sport of and at the mercy of the hurricane. When it is understood that the steamships that were moored along the wharves were made fast, not only by their great hawsers of manila rope, but steel cables as well, and that the strain either snapped these moorings or tore



SEARCHING PARTY AT LUNCH HOUR

away the cluster of piling to which the ropes and cables were tied, some idea of the tremendous force of the wind can be gathered.

The British steamship *Taunton*, which was anchored in the roadstead, had a remarkable experience. Early in the day Captain Page took every possible precaution to protect his ship. He put out all his anchors and kept steam up so that he could, by working the engines, lessen the strain upon his anchor chains. But steam has no power against such fury as the elements on that fateful day. The stout cables and the powerful anchors held for some hours, but as the shadows of night were falling the wind tore the vessel loose, dragged the great anchors along for a time and then, as they held first to one thing and then another in the bay bottom, snapped the cables and swung the vessel over toward the south jetty.

The waves were running high, and the roar of the tempest and the

tremendous fall of rain shut out all other sound. That the ship was carried over the jetty is probable, but not certain. That she struck upon the rocks is sure. She was buffeting about in the neighborhood of the jetties for some time, driven in one direction by the force of the north wind and driven in another by the great wall of water coming in from the gulf.

About the time when it appeared likely that the vessel would be dashed to pieces on the jetties, the wind veered from the north to the southeast, and the ship, now caught by the two forces of wind and water, acting in concert, was hurled at tremendous speed across the channel, across Pelican Spit, across Pelican Island, up the bay, along the shallows, far up where ocean vessel never went before and probably never will go again, and did not stop until she was dashed head on to a bank thirty feet high, called Cedar Point, twenty-two miles from deep water!

When the storm abated and the captain and his crew looked out to see where the storm had left them, they were in a strange land. The flood receded and left the great vessel—a ship of four thousand tons—high and almost dry in three feet of water, probably to bleach and rot. Early in the night the Taunton was in Galveston County. In the morning she was in Chambers County, far out of sight of ships or city, far from the line where ships are known or where ships are seen. To save the Taunton the bay must be dredged for many miles and a channel made for her especial benefit. It is worth remarking that a contract has been made for floating the ship. The contract is not yet executed.

But remarkable as was the trip of the Taunton, that of the British steamship Roma was perhaps more so. She was made as secure to the wharf at Thirty-third Street as stout ropes and great steel cables could make her. When the gale struck her with all its force she crunched and plunged and tore at her moorings. They held for a time, but no rope ever made by man or steel cable turned in mill could hold that night. She broke away and went on a mad race up the bay. On her way she crashed through the ends of two of the immense piers built by the Southern Pacific railroad, wrecking them, and then continued on her course. A mile or two beyond she was caught by a vagrant puff of the hurricane and sent in a southerly direction, smashing her way broadside on through three railroad bridges that spanned the bay and connected Galveston Island with the mainland. Then the wind changed again, and she stranded midway between one of the railroad bridges and the country wagon bridge. Captain Storm of the Roma says he did not know when he went through the bridges, for it was one succession of shocks from the time the hurricane tore the vessel from the wharf until she finally settled in the mud. The Roma had about half a cargo

in her at the time and was well down in the water. It is doubtful if she ever floats again.

The British steamship Kendal Castle was picked up by the hurricane, carried across Pelican Island and cast upon the shore at Texas City. When morning dawned, Captain Goudge found his vessel in three feet of water nearly ten miles away from where he had been the evening before.

The Norwegian steamship Gyller was carried from her wharf at Twenty-first Street across Pelican Island and stranded midway between



MAN IDENTIFIES HIS WIFE BY RINGS, TWO WEEKS AFTER STORM

Pelican Island and Virginia Point, eight miles from the berth she had occupied.

The British steamship Hilarious was dashed against Pelican Island and stranded upon the edge of that mud bank.

The British steamship Red Cross was treated exactly as was the Hilarious. So was the Benedict. The Red Cross and the Benedict have been floated.

The American steamship Alarm, of the Mallory line, was torn from her wharf, hurled across the channel, crashed against the bow of the Red Cross, and stranded upon the edge of Pelican Island. She was hauled off almost two weeks later.

The steamships Telesfora and Norna were so badly damaged in the hurricane that when floated they had to go into dry dock for repairs.

The American coastwise steamship Cumberland was dashed against one of the wharves, her keel broken, and she sank in one of the slips.

The Government dredge-boat Gen. C. B. Comstock, the largest

dredge-boat in the world, was torn from her berth at the quarantine station, carried onto Pelican Spit and capsized.

Dozens of smaller craft were wrecked in the slips, fifty or more were carried across the bay and cast ashore far inland, some being found as much as ten miles from the ordinary water-line, and the whole bay front the morning after the storm was a litter of stranded, crippled, or destroyed vessels, demolished wharves, and general wreckage. Very few vessels were seaworthy and not one escaped damage.

It is the testimony of seamen who have been in East Indian typhoons that the hurricane so far surpassed the Eastern storms in fury that there can be no comparison.

How much will be lost to vessel-owners and marine insurance companies by reason of the hurricane depends upon the fate of the stranded vessels. It is reasonably safe to assume that the total will approximate one million dollars.



SHIPS, CARS, AND COTTON SMASHED

HISTORY OF GALVESTON

[The miniature illustrations used in this Chapter, "History of Galveston," are from photographs taken before the storm, for the famous and historic Southern railroad line, the "Iron Mountain," now a part of the Missouri Pacific Railroad System. The publisher is gratified to make this announcement, and to express the appreciation of all for the considerate courtesy and kindness extended to this book and the cause by Mr. H. C. Townsend, General Passenger Agent.]

Galveston's history is far from being the prosaic chronicle of a commercial city. It is part of the history of Texas, than which the world's annals furnish nothing more adventurous or romantic.

Texas has floated five flags of nationality, not to mention the audacious emblems of several expeditions of soldiers of fortune. She was first a state of Mexico; then, by revolution from that despotism, a sovereign republic; next a state of the American Union; then a state of the Confederacy, and again a loyal part of our common country. In all these changes, with their attritions and accretions of life and fortune, Galveston played her part. She has, besides, a history of her own, peculiar to her situation. In turn the rendezvous of freebooters and pirates, the vantage ground of adventurers and warriors, and the site of a great commerce, she has experienced the varying and progressive incidents of outlawry, daring, tragedy, trade, and culture. The hunting and fishing ground of Indians, the refuge of Lafitte and the battle ground of heroes, has become the breeding-place of philanthropists and the breathing-place of pleasure seekers.

Swept by flood, scorched by fire, and decimated by epidemic, she was and is and ever will be the chief commercial city of Texas, the greatest harbor of the Gulf, the mistress of fruitful lands and freighted seas.

The following accurate and fascinating history of the city was written by Mr. Ben C. Stuart, a son of the late Hamilton Stuart, who was one of the pioneer editors and statesmen of Texas. The elder Stuart, like Austin, Houston, and Lamar, was a man of broad culture. He was one of a brilliant coterie who fashioned the state while hardy pioneers battled with savages, felled the forests, and put the plow to fertile acres. Truly they builded wiser than they knew, for Texas to-day challenges comparison with the proudest state of the Union for her intellectual, political, and social development, which, like her material resources, are the admiration and the wonder of all who know her.

Mr. Ben C. Stuart, the compiler of this history, inherits all his father's patient industry and love of historical details. His scrap-books

are a treasure-house of forgotten lore, and from no other source could this record have been so quickly and accurately compiled:

The principal events connected with the history of Galveston island and city can only be alluded to in brief within the limits assigned for this volume, and will be treated as concisely and with as good an understanding as is possible under the circumstances.

The first European to make extensive explorations in Texas was the Spaniard, Alvar Nunez, whose record of his wanderings appeared in Spain in 1537, and which is used in Bancroft's History of the North Mexican States and Texas. Nunez was one of the few survivors of a party of Spaniards numbering two hundred and forty men, besides the officers, who for six weeks sailed in a frail craft, tempest-tossed and suffering terribly from thirst, hunger, exposure, and the attacks of warlike savages, until early in November, 1597, when they finally stranded on an island on the coast of Texas. This island is supposed to have been Galveston, and while this is largely a matter of conjecture, such is probably the fact, and Nunez and his companions, who fell into the hands of the Indians and were finally carried inland by their captors, were in all probability the first white men to ever set foot upon the island. Historians also generally credit La Salle, the noted French explorer, with having landed on Galveston Island in 1684, when he sailed on his ill-starred expedition for the mouth of the Mississippi and finally landed in Matagorda Bay, losing his life at the hands of mutineers among his own men.

Up to the year 1816 it is probable that the only human beings visiting Galveston Island were the Caronkawa Indians, a tribe of stalwart savages, bearing the reputation of cannibals, who had their hunting-grounds along the Texas coast, and who crossed from the mainland by means of the series of shoals across the bay, some fifteen miles west of the city, and which still bear the name of Caronkawa reefs.

In 1816 the island was covered with a luxuriant growth of grass, and innumerable deer disported over its surface. There was also an abundance of rattlesnakes in consequence of which the spot was known as *Isla de Calebras*, or Snake Island.

PIRATES AND ADVENTURERS

In 1816 some of the vessels of Lafitte, the Baratarian chief, sailed into the bay, and the capacity of the harbor became known to the minister of the Mexican patriots, Don José Manuel Herrera, who was then in Washington City. He, finding the island would suit the end in view, sailed for it September 1, 1816, accompanied by Don Luis Aury, who, as commander of the fleet of New Grenada, Mexico, Venezuela, and

La Plata, had control of a squadron of some twelve or fifteen small vessels.

The expedition arrived safely, and on September 11, 1816, a meeting was held and Aury made civil and military governor of Galveston Island and of Texas, taking the oath to support the republic of Mexico, of which Galveston Island was declared to be a part. As soon as the several departments of his administration had been arranged, Aury dispatched a number of armed vessels to prey upon Spanish commerce in the Gulf of Mexico, and in this he was so successful as to sweep the ships of that nation from the Gulf. On November 24th, Aury was joined by Xavier



BEFORE STORM. THE FIRST MARKET HOUSE BUILT IN GALVESTON

For many years the bell in the tower rang the hours through the night

Mina, who, having failed to wrest West Florida from Spain, sailed for Galveston with three vessels and some two hundred men.

Col. Henry Perry, who had before participated in the Mexican revolution, was at this time engaged in a similar movement and was encamped on Bolivar Point, across the bay from Galveston. Perry and his force of about a hundred men associated himself with Aury. The total number of men on the island under the different commanders was between seven and eight hundred. Many of the prizes captured by Aury's vessels were Spanish slavers, which were brought to Galveston, where the slaves were transferred by men who had previously been in the service of Lafitte (then at Baratavia) to Louisiana, where they were delivered to parties who had previously purchased them. Such was the

success of Aury's cruisers that the sale of captured prizes and cargoes afforded sufficient returns to pay both officers and men every month, and to provide for the purchase of munitions of war and provisions at New Orleans.

INVASION OF MEXICO

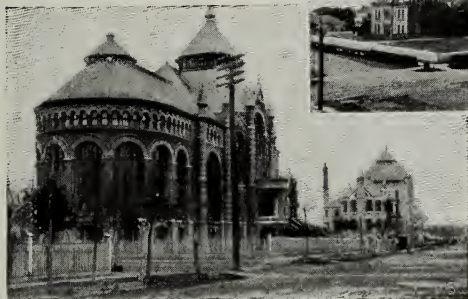
After remaining on the island for several months, Mina and Perry (the latter accompanied by Col. Warren D. C. Hall, for many years a resident of Galveston after the founding of the city) determined to invade Mexico, although Aury did not favor the movement. One of the privateers of the latter having captured a Spanish vessel from Tampico, it was ascertained from letters found on board that the port of Soto la Marina on the Santander River was in a defenseless condition. The three commanders determined to occupy the place, and on April 16, 1817, sailed with their forces, naval and military. After the expedition started Perry repudiated the authority of Aury, and placed himself under Mina's command, which so disgusted the former that so soon as the other commanders and their men had been landed, he left them and set sail for Galveston, Colonel Hall accompanying him. Mina and Perry, after landing in Mexico achieved several successes over the enemy, but Mina was finally captured and shot, while Perry, who had started to return by land, and succeeded in reaching the vicinity of Goliad, was attacked by an overwhelming force of Spaniards and killed.

On May 10, 1817, Aury returned to the coast of Texas and put into Matagorda Bay for the purpose of making preparations to remove the seat of his government to that point. After remaining a few days he set sail for Galveston, and on reaching this place, found that Lafitte (who had been driven from Barataria by the United States forces) had taken possession during his absence, had organized a government, and established an admiralty court. Aury, not relishing the presence of the Baratarians, determined to abandon the island finally, and departed for Matagorda Bay about the last of July, 1817.

While reference to the occupation of the island by Lafitte must be brief, it may suffice to state that at one time he had quite a large fleet of armed vessels and nearly a thousand men under his command here. Numbers of negroes were taken from Spanish prizes, sold here at an average price of a dollar a pound and taken to plantations in Louisiana. Col. George Graham visited Galveston in 1818 for the purpose of investigating the establishment of Lafitte, and in a letter to General Ripley, bearing date of August 29, 1818, he says:

"Having been instructed by the Secretary of State to proceed to Galveston for the purpose of arresting the expedition which has been organizing under the command of General L'Allemande, and for that of

breaking up the privateering establishment that had been made at that place, I reached this place on the 25th inst. Such arrangements have been made with General L'Allemande and Mr. Lafitte, who command separate and very distinct establishments here, for the abandonment of this place, as I presume will be entirely satisfactory to the government. It has been promised to those gentlemen that in the event of the occupation of this place by the forces of the United States previous to their departure, they and those under their respective commands, shall be



- 5. St. Joseph Academy
- 6. State Med. Ins., Sealy Hosp.
- 7. Rosenberry Free School
- 8. Ball High School



respected in their persons and property. When General Mina was here he commenced a small earthwork about ninety feet square. This work General L'Allemande is finishing. It is situated immediately upon the bay on a ridge which is about three feet higher than the adjacent land, which is everywhere within cannon-shot a perfect plain. North, and about four hundred yards from this work, there lies in the bay a large, strong built brig of about three hundred and fifty tons' burden. She is dismantled, firmly fixed in the sand, and occupied by Mr. Lafitte as a dwelling, storehouse, and arsenal."

Lafitte remained on the island until 1820, when he abandoned it under orders from the United States government, burning his village

and disbanding the greater portion of his force. Much fact and more fiction have been written of him and his career. The General L'Allemagne, who is alluded to in the foregoing letter, had been a distinguished officer in the service of the first Napoleon. He attempted to establish a French colony on the Trinity River, but was unsuccessful and returned to the United States. During Lafitte's sway he hanged one of his men for plundering an American vessel. The gibbet was erected on the east end of the island and the body remained hanging, "picked by the birds on the sands of the bay."

The last of the soldiers of fortune using Galveston Island and its vicinity as a base of operations against Spanish rule in Mexico was Gen. James Long. He constructed a small fort on Bolivar Peninsula in 1820, and in a letter written in that year he says: "The cannibals have burned all the houses on the island except one." After remaining a short time on Galveston Island, General Long started with his expedition to Mexico. He was captured, but was afterward liberated and met his death at the hands of an assassin in the City of Mexico.

When General Long set out for Mexico he left his wife, Mrs. Jane Long, her child, a slave, and a small force in the little fort at Bolivar Point to await tidings. None came; the men left, but Mrs. Long remained until news of her husband's death was received, when friends came and took her away. She lived for many years an honored resident of Texas, and the story of her lonely life in what was then a wilderness was full of interest. She died in Richmond, Texas, a number of years ago. Her description of having seen Galveston Bay frozen over while she was an inmate of the fort was deemed almost incredible until thousands saw the same thing repeated in January, 1886.

Before briefly narrating the incidents occurring immediately prior to the founding of the city and connected with the stirring times of the Texan struggle for independence, it may perhaps be proper to allude to the distinguished Spanish soldier and statesman in whose honor the county, island, and city are named. Bernardo de Galvez was the son of Don Mathias Galvez, viceroy of Mexico, and was born in Malaga, Spain. After filling many posts of honor he was made captain general of Louisiana, afterward captain general of Cuba, and finally viceroy of Mexico, to which he succeeded at the death of his father. He administered this office with great credit, as well as pomp, and died suddenly in the fifty-eighth year of his age. One of the features of the novel naval display in New York harbor on April 30, 1789, was the Spanish war-ship Galvez, named in honor of him and which saluted the barge containing the first president of the United States with thirteen guns. The name of this place in old documents was spelled Galvezton.

IMMIGRANTS

All writers of Texas history appear to agree upon the fact that by 1822 Galveston Island was deserted, and all the towns built by Aury, Mina, Lafitte, and Long had been destroyed. The Caronkawa tribe, the "cannibal Indians," alluded to by General Long in his letters, roamed over it in pursuit of game, crossing from the mainland, and it was probably visited from time to time by adventurers in search of buried treasure.

In 1822 the schooner *Revenge*, with eighty colonists from the States seeking homes in Texas, under the government of Mexico, then freed from Spanish dominion, entered Galveston Bay and landed on



Beach Hotel and Bath
House, destroyed by
fire

Bolivar Point, where they spent the night and viewed the ruins of General Long's fort. In proceeding up the bay the schooner grounded on Redfish bar, where they left the vessel and sought the interior in search of homes. During the next few years there were probably scattering arrivals of vessels, but no attempt was made to form anything like a permanent settlement.

By 1824-25 immigrants from the United States were beginning to be introduced by those who had secured land grants from the Mexican government. Many of these came by sail, but generally landed farther west on the coast, as there were no settlements on Galveston Island or any means of reaching the interior.

In 1831-32 some movement of vessels taking place in this section, a military post having been established at Anahuac, at the head of the bay opposite the mouth of the Trinity River, the Mexican government directed the construction on Galveston Island of a small wooden

building to be used as a custom-house. Trouble occurred shortly afterward between the Americans and Mexicans at Anahuac, which resulted in the capture of Bradburn, the officer in command, and his force. This was one of the many minor events leading to the Texas Revolution.

About this time the Mexican schooner-of-war *Correro*, commanded by an American named Thomas H. Thompson, was dispatched to Galveston Bay. He remained in this vicinity for some time, and became so insolent and objectionable to both traveler and citizen that the *San Felipe*, a merchant vessel, was bought, armed, and dispatched in pursuit of him. With the aid of the steamboat *Laura*, the *Correro* was captured in September, 1835, and Thompson was sent to New Orleans to be tried for piracy. He was acquitted and returned to Texas. Thompson afterward re-entered the Mexican service and was killed in Yucatan.

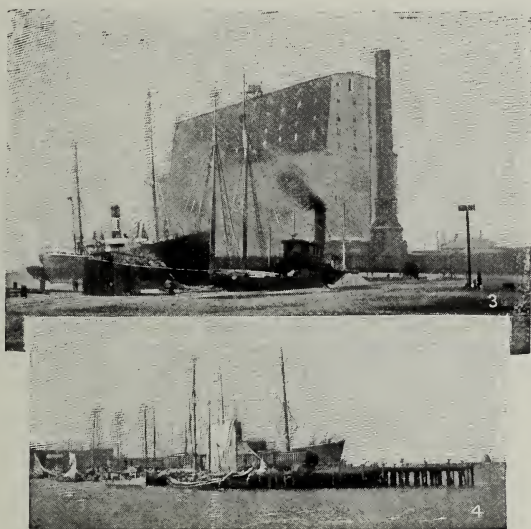
Concerning the Mexican custom-house which stood for many years after the founding of the city, the compiler of this record thinks the following extract from a note received by him some time ago, from a gentleman who is still a resident of Galveston, may not be devoid of interest:

"I have been surprised that writers of stories of Galveston have laid so much stress upon the old Mexican custom-house. I had the honor and privilege of taking a peep into its only door just a few days before the battle of San Jacinto was fought. I was not quite seven years of age at that time. It was not a very imposing structure, being a building of only one room, without a floor or a seat, unless a dry-goods box for a desk and an empty barrel for a seat could be allowed to pass for such. The room could not have been more than 20 by 30 feet, and was raised about two feet from the ground by blocks or timbers placed laterally upon the earth underneath the sills. I remember that when I stood at the door I could rest my arms on the door-sill very easily, and looking in saw the whole interior at a glance. There were only one or two old piratical-looking men sitting on the sills for seats."

THE PRIMITIVE ISLAND

The best account ever given of the appearance of Galveston Island during the early part of this century occurs in the narrative of Col. Warren D. C. Hall, printed in 1859. He states that in 1816 the place was commonly called Snake Island, or *Isla de Calebras*, by the Mexicans and Indians, and was not generally known, if at all, as Galveston, and that all the islands along the Texas coast were commonly called *Islas de Calebras* in consequence of the number of rattlesnakes to be found upon them, particularly in the driftwood and sand hills common to all of them next to the gulf shore. Colonel Hall expressed the opinion that

the name Galveston was first applied to the island by a Spanish garrison on the Trinity, not far from the town of Liberty. The island in 1816 was composed mainly of marsh, with an occasional ridge or elevation of two or three feet, and the whole surface, except where indented by bayous or lagoons, was covered with a luxuriant growth of grass. The main island was separated from a smaller one to the eastward by a pass from the gulf five or six feet deep, and the eastern island was known as Little Campeachy. At that time Pelican Island was merely a narrow piece of marsh on which it was impossible to walk dry-footed except upon a small spot about one hundred feet in length. The marsh—covered with sea grass growing in the mud—was covered by water at high tides and not



LOADING GRAIN FOR EXPORT. LOADING COTTON

visible at any distance. By 1820 the island had increased to a kind of shell bank, the east side of which had a few small bushes growing upon it.

Colonel Hall also saw in 1820 what are known as Deer Islands, west of the present bay bridges. There was not then an acre of dry land on the largest of them, and they were all entirely covered with water during high tides. They were then known as "Egg Islands," and there was not a bush or a shrub on them.

In 1820 there was almost a continuous marsh across Galveston Island to the sand hills in all the western portion of the present city limits, a large portion being subject to overflow at high tides. In the storm of 1818 the overflow destroyed four of Lafitte's vessels, the wrecks of which

were seen by Colonel Hall in 1819, one of which was lying near L'Allegre's fort, the highest point of the island, and another was ashore at Virginia Point, the apex of the adjacent mainland to the north.

THE TEXAS REVOLUTION

We have now reached the point when in proper chronological order the part taken by Galveston during the Texas Revolution will be briefly treated. Beyond being the rendezvous for the small navy called into life by the Texans during the struggle with Mexico, Galveston Island did not cut much figure during the Revolution. Early in April, 1836, from letters taken from a prize, it was learned that Santa Anna, the Mexican dictator, contemplated the capture of the Texas seaports. It was accordingly determined to fortify Galveston Island, and the war schooner Independence was detained in the bay for the purpose of assisting in the work. A small sand fort was commenced at the east end of the island, but the rapid advance of the Mexican army and its defeat at San Jacinto, April 21, 1836, prevented the full accomplishment of the work.

Previously the schooner Flash, of the Texas navy, had been ordered to proceed to the mouth of the Brazos River, take on board all the women and children in that section fleeing before the Mexican advance, transport them to Morgan's Point at the head of Galveston Bay, and defend that place in case of attack. The Flash returned, having on board the two pieces of artillery famous as the "Twin Sisters," which were delivered to the Texas Army a short time before the battle of San Jacinto, which won Texas independence. The Flash was then ordered to return to Galveston with all the women and children. President Burnet and several of his cabinet were also on board. On April 20, 1836, the women and children were disembarked and the Flash was ordered to proceed to the east end of the island and defend that point in case of an attack by the Mexicans from the sea. At this time there were several hundred refugees on the island who had fled before the Mexican invasion.

The victory of the Texas army at San Jacinto changed the aspect of affairs at Galveston and upon receipt of the news the war-vessels in the harbor celebrated the success of their flag by the firing of a salute. A large number of the Mexicans taken prisoners were brought to the island and encamped for a while, after which they were scattered through the coast country. Even at this time there had been no attempt to build a city, and the only habitations were of the most primitive character and the most of the water supply was derived from wells dug near the sand hills along the gulf shore or from fresh water ponds of which there were a number within what are now the present city limits.

FOUNDING OF THE CITY

We now come to the founding of the city. In December, 1836, Col. Michel B. Menard purchased of the Republic of Texas for the sum of \$50,000 one league and labor of land on the present east end of Galveston Island, the site of the present city. He associated with him a number of persons and they formed themselves into a joint stock company, known as the Galveston City Company. Stock to the amount of ten thousand shares, estimated nominally at \$1,000 a share, was issued. The company held its first meeting April 13, 1838, and organized. A board of directors was selected to control the property of the company. The first public sale of town lots was held April 20, 1838, although a few lots had been previously disposed of for purposes of immediate development. At the first public sale, which was for one-fifth cash, and the



COTTON WHARF

balance in annual payments, the purchasers of lots, if owners of stock, were allowed to hypothecate their stock as security for their notes, otherwise the lots themselves were held and no title passed. Afterward purchasers were allowed to surrender and cancel their stock at its face value of \$1,000 per share in liquidation of their notes or of a new purchase. The company was incorporated in 1841, and is still in existence, although its present holdings of real estate are not large.

The first map of the city, made by John D. Groesbeck, civil engineer, in 1838, shows a small channel running from the gulf to the bay, just east of First Street. East of this and on the sea side of the island, are shown the barracks and fort. Beyond this point is erected the pilot-house. On the point of the island projecting into the bay were the ruins of an old fort, probably those of the earthwork constructed in 1836. Wharves are marked on the map at the foot of Fifteenth, Eighteenth, and Twenty-fourth Streets. Baker's bayou, afterward Hitchcock's bayou (long since filled in) covered a considerable portion

of the present city site, and much of the remainder, especially in the western portion, was but little better than a marsh, some of it remaining in that condition at the present day.

EARLY ADMINISTRATION

In the latter part of 1837 Galveston having been made a port of entry by the congress of the Texas Republic, Gail Borden Jr., the collector of customs, advertised for bids, and had a small frame building for a custom-house constructed on Strand Street between Twenty-third and Twenty-fourth Streets. A letter from Galveston to the *Telegraph and Texas Register*, published at Houston under date of August 1, 1837, says:

"The office of the custom-house for this district is at Galveston, where a public storehouse will shortly be put up as well as some large warehouses by individuals who contemplate doing business at the port. * * * * The town will soon be laid off into lots, and several buildings will soon be erected, among which one for a hotel (the Tremont) which is much needed here. The direct, short, and safe steamboat communication between Galveston and New Orleans will add much to the advantages of the place, from which small steamboats can, with safety and great profit, go to the Brazos, Bernard, and other places."

Reference to a marine list, printed during the latter part of 1837, discloses the fact that there were quite a number of vessels arriving at and departing from the port of Galveston. Among the arrivals are noted the steamships Leonidas, from New Orleans; Crusader, from New Orleans, with forty-eight passengers, and steamer Sam Houston, from New Orleans; brigs Perseverance, from Baltimore; and Jane H. Allen, from New York, together with a large number of schooners and sloops.

The first post-office in Galveston was established in 1838, Capt. Peter J. Menard being the first postmaster. It was located in a small frame building on Strand near Tremont or Twenty-third Street.

On May 15, 1838, Sam Houston, as president of the Republic, approved the act passed by congress creating the county of Galveston. The seat of justice was fixed at Galveston and it was ordered that an election be held to select the several officers required in organizing a new county. The returns of the vote cast at this election are among the lost leaves of history, but the county archives show the first officers to have been as follows: Fenton M. Gibson, Chief Justice; William F. Wilson, Sheriff; Oscar Farish, Clerk; Jacob K. Beaumont and C. B. Adams, Associate Justices.

Early in 1839 the congress of the Republic passed an act to incorporate the cities of Houston, Galveston, Matagorda, San Augustine, and

Aransas. An election was held in Galveston March 14, 1839, at which the following officers were elected:

Mayor, John M. Allen.

Recorder, James McKnight.

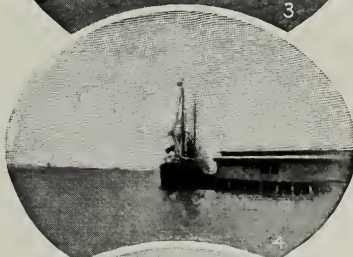
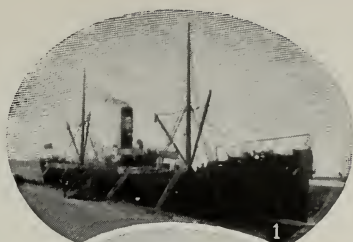
Treasurer, Peter J. Menard.

Aldermen, Gail Borden, Jr., Josh Taylor, William B. Nichols, Joshua C. Shaw, C. F. Baumlin, N. Taylor, John Derrick, C. H. VanWinkle, John S. Evans, N. B. Yard, R. Watson, and D. S. Kelsey.

At a meeting of the City Council, held April 19, 1839, Leander Westcott was elected City Marshal and Henry Gregory and J. M. McKeown were appointed City Constables. John N. Reed was chosen City Secretary and L. M. Hitchcock Harbor Master. The boundaries of the city, not having been defined in the act of incorporation, a resolution was adopted to include the whole of the Menard grant. The committee appointed to secure a city prison reported that the brig Elbe could be secured temporarily (the Elbe was a German vessel driven ashore in a gale in 1837, and for years was used as a prison).

The first term of the district court of Galveston County convened May 6, 1839, the officers being E. W. Cullen, Judge; W. W. Pace, Clerk; and Wm. F. Wilson, Sheriff. The first grand jury was then impaneled, but they have all long since passed "beyond the portals of the day."

The first wharf on the island was constructed for Col. Amasa Turner, between Tenth and Eleventh Streets, in 1838. The next was built by McKinney &



1. Freighter at Wharf. 2. Bathing Pavilion. 3. Beach at Galveston. 4. Ocean Freighter Landing. 5. Children on Beach. 6. Bathing Scene.

Williams at the foot of Twenty-fourth Street in 1839, and the third was built by Col. Ephraim McLean at the foot of Eighteenth Street in 1840.

Among the first hotels on the island were an old steamboat ashore in the eastern part of the town in 1838, a hotel in the east end conducted by Lashley & Reed, and the original Tremont House, located on a portion of the site of the present hostelry, the San Jacinto, Palmetto, and Washington.

It has been deemed best to group the principal events in the history of the city under separate headings as follows:

STORMS

The first great gale visiting Galveston Island, of which there is any record, occurred in 1818, when four of the vessels composing the fleet of Lafitte were sunk or driven ashore.

On the 6th of October, 1837, there was a great gale along the Texas coast. Several buildings in course of construction at Galveston were blown down, and a number of vessels sunk or driven ashore, among them the man-of-war Brutus and the privateer schooner Tom Toby.

In October, 1842, Galveston was visited by a severe gale, the low lands being overflowed and considerable damage being done to buildings and shipping.

The great September gale of 1854 did not do much damage at Galveston. The water came up on the floors of some of the stores on the Strand, and the little steamer Nick Hill was wrecked.

On the night of October 2d and the morning of October 3d, 1867, Galveston was visited by a severe gale which did great damage in the city and among the shipping. Quite a number of vessels were wrecked and the Galveston, Houston and Henderson Railroad bridge was destroyed. A number of lives were lost, and the damage at the time was estimated at half a million of dollars. The cemetery was inundated so there were no interments for thirty hours.

On the 9th of June, 1871, Galveston was visited by an easterly gale which reached its height at midnight, breaking the following morning. Considerable damage was sustained in the city and among the shipping, but no loss of life was reported.

On the 2d and 3d of October, 1871, Galveston was visited by a severe easterly blow, and the water flooded almost the entire city. The steamer C. R. Hall foundered in the upper bay, and all hands were lost, with the exception of one man. Several other vessels were wrecked.

On the 16th of September, 1875, Galveston was visited by a severe north-easterly gale, which wrecked many houses and damaged the shipping in the harbor. There were a number of men at Fort Point in the government employ, and their quarters were washed away and thirteen of

them drowned. Dr. Geo. W. Peete, quarantine officer at the point, and his nephew were swept away and lost, and several persons in the city were killed. Along the upper bay there were a number of lives lost. Up to that date this had been the most destructive storm in the history of the Texas coast.

On Saturday, September 18, 1885, there was a cyclonic disturbance along the Texas coast and at Galveston, but this place sustained no damage of consequence. The coal-laden barge *Orient* foundered outside the bar and Captain Griswold and three men were drowned.

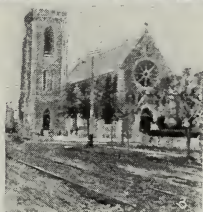
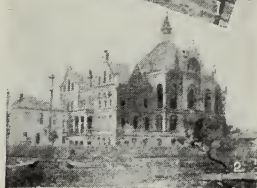
On the night of June 13, 1886, there was a strong easterly gale at Galveston, the wind attaining a velocity of fifty miles an hour. Considerable damage was done along the beach and the schooner *Edna C.* went down with all hands in the gulf a few miles from port.

On Thursday, October 19, 1886, a severe cyclone visited Galveston, which attained its greatest height the following day. The water attained a depth of from twelve to eighteen inches in the business portion of the city. Much damage was done to buildings, several vessels were wrecked, and some half a dozen lives lost. Sufferers applied for and received relief to the amount of \$77,866.60.

The great gale of October 13, 1886, which dealt death and ruin to Indianola, Sabine Pass, and Johnson's bayou, La., where hundreds of lives were lost, did not do much damage to Galveston. Although the waters rose to a considerable height, the wind did not attain as great a velocity as had been recorded upon former occasions.

Since the above date Galveston has been visited by several gales, none of which did serious damage. The tide has at times risen to a somewhat unusual height, but not to such a degree as to damage the business section, nor even the residence portion to any appreciable extent.

In all probability the only two persons now living in Galveston who were on the island during the gale of 1837 are Mrs. Wright S. Andrews, then a child a few years old and her brother, Mr. Thomas H. Edgar, then an infant.



1. St. Patrick's Church. 2. Island City Protestant Church. 3. Grace Church. 4. Park and Cathedral.

SOME BIG FIRES

The most destructive fires occurring in the city since its settlement will be briefly enumerated. In the early years of the city's history it was remarkably free from anything approaching a destructive conflagration, probably in consequence of the scattered manner in which the buildings were located. The first large fire occurred in 1858, burning a number of buildings on Mechanic, Strand, and Twenty-second Streets. The list subsequent to that date is as below.

December 3, 1869, fire started in the Moro Castle, corner of Strand and Tremont Streets, burning over seven closely built blocks, and entailing an estimated loss of \$1,500,000.

February 26, 1870, fire originated in a row of old frame buildings, located on the north side of Strand between Twenty-second and Tremont Streets, burning a number of structures on both sides of the street. Estimated loss, \$750,000.

1874, the large four-story brick store of B. R. Davis & Bro. on Strand between Tremont and Twenty-fourth Streets was burned. Loss, \$200,000. Several firemen were hurt by falling walls.

June 8, 1877, fire originated in the New York Restaurant on Market near Twenty-second and consumed the greater portion of three business blocks and contents. Loss, \$800,000.

1881, the four-story brick building, owned by Col. W. L. Moody, at the intersection of Strand and Twenty-second Streets was destroyed by fire, together with adjoining buildings. Loss, \$300,000.

August 1, 1883, the large frame building known as the Pavilion, situated on the beach at the foot of Center Street was destroyed by fire, and a musician named Robert Spranger received fatal injuries by leaping from the building. Loss, \$30,000.

November 13, 1885, fire originated in the Vulcan Iron Works in Strand near Sixteenth Street, and spread until over forty city blocks were reduced to ashes. The district burned extended from the north side of Strand to Avenue O, and varied from two to four squares in width. Over four hundred houses were destroyed, principally residences. The loss by the fire footed up \$1,840,000 and the amount of insurance was given as \$1,138,000.

1887, two blocks of frame buildings between Twenty-first and Twenty-second Streets and Avenues J and L were burned. Loss, \$100,000.

January 30, 1889, Gulf, Colorado, and Santa Fe round house and shops burned. Loss, \$80,000.

October 25, 1896, large two story brick cotton warehouse, situated on

Thirtieth and Market Streets and three thousand four hundred bales of cotton burned. Loss, \$160,000.

July 2, 1896, wharf and sheds at the foot of Twenty-seventh Street burned. Loss, \$150,000.

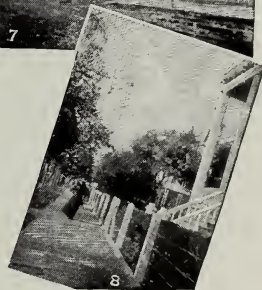
July 12, 1896, wharf and warehouse at the foot of Twenty-first Street burned. Loss, \$150,000.

December 16, 1896, County Court House destroyed by fire. Building and contents insured for \$39,000.

July 23, 1898, Beach Hotel, located on the gulf shore at the foot of Tremont Street, destroyed by fire of incendiary origin. Building erected at a cost of \$280,000. Venture was never profitable and the original shareholders lost their stock. There was only a moderate amount of insurance on the building at the time of its destruction.

EPIDEMICS

Galveston has not experienced an epidemic of yellow fever since 1867, thirty-three years ago, but prior to that date there had been visitations upon a number of occasions. Without entering into details it will suffice to give in the statement below the date of origin, the estimated population, and the number of deaths resulting:



5. Residence on West Broadway.
6. Winter Street Scene. 7. Residence. 8. Street Scene.

YEAR.	DATE.	POPULATION.	DEATHS.
1839	September 20 -----	1,000	250
1844	July 5 -----	3,500	400
1847	October 1 -----	4,800	200
1853	August 9 -----	6,000	535
1854	August 4 -----	7,000	404
1858	August 23 -----	9,000	373
1859	September 17 -----	9,500	182
1864	September 1 -----	5,000	259
1867	July 28 -----	18,000	1,150
Total -----			3,753

BATTLES

The different engagements fought at or in the vicinity of Galveston, both on sea and shore, of which there is any record, are in brief as follows:

1. During the occupation of the island in 1818-20 by the soldiers of fortune engaged in war against Spain, there was a fight with the Caronkawa Indians at a point several miles west of the present city limits, known as the "Three Trees," but of late years called Lafitte's Grove. Some historians say it was Lafitte's men who fought the savages, others give the credit to General Long, and it seems that the latter are probably correct, so far as the best evidence obtainable shows.

2. On July 3, 1861, the port was

9. Sacred Heart Academy. 10. Street Scene. 11. On I Street. 12. Residence on East Broadway.



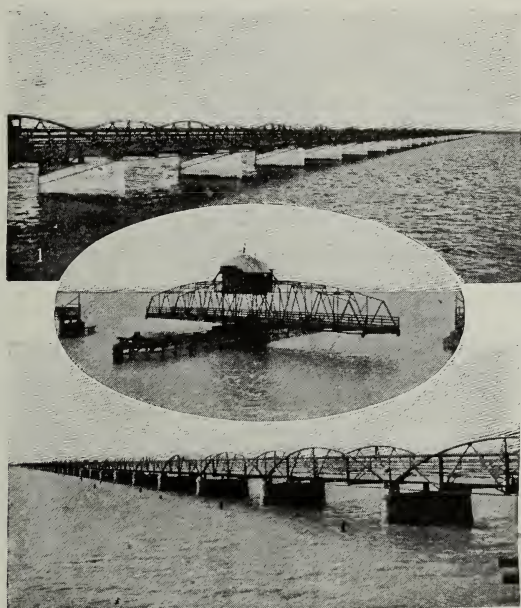
blockaded by the United States man-of-war steamer South Carolina. On August 3d the shore batteries fired upon the armed schooner Sam Houston, a tender of the steamer, and in the afternoon the South Carolina bombarded the south battery, located on the gulf shore near the foot of Center Street. A number of shots were exchanged, but the only casualty on shore was the death of a spectator who was cut in two by a shot.

3. Early in 1862 the Confederate-armed schooner Royal Yacht, at anchor in Bolivar Roads, was attacked by an expedition from the United States frigate Santee, her crew made prisoners, and the vessel partly destroyed by fire.

4. On October 5, 1862, the Federal fleet, under command of Commodore Renshaw, attacked and captured the city after a slight resistance, most of the heavy guns having been removed to Virginia Point, and held the place until the morning of January 1, 1863.

5. On the morning of January 1, 1863, the Confederate military and naval forces, under command of Gen. J. Bankhead Magruder, attacked and defeated the Federals after a sharp engagement, and recaptured the city, retaining possession until the close of hostilities.

6. In January, 1862, the Confederate cruiser Alabama attacked and sunk the United States steamer Hatteras, in the gulf a few miles south



LONGEST BRIDGE IN THE WORLD, SPANNING GALVESTON BAY

of Galveston, making prisoners of all the survivors, with the exception of a boat's crew which brought the news of the disaster to the Federal fleet at anchor off Galveston bar.

MARINE DISASTERS

The principal marine disasters occurring in the waters adjacent to Galveston can thus be briefly enumerated:

1. On Monday, October 19, 1841, the steamer Albert Gallatin, engaged in the Galveston and Houston trade, exploded her boilers, killing five persons and wounding nine.

2. On October 25, 1843, the steamer Sarah Barnes, from Galveston to New Orleans, was wrecked off Sabine, and seventeen lives were lost.

3. On the night of March 27, 1843, the steamboat Farmer, engaged in the Houston trade, exploded her boilers, and some twenty or more lives were lost.

4. On the 9th of August, 1856, the steamship Nautilus, from Galveston for New Orleans, foundered off the Louisiana coast, and all hands, save one, were lost.

5. On the morning of May 31, 1857, the steamship Louisiana, from



2. Street, showing Cotton Exchange. 3. Street, showing Masonic Temple. 4. Tremont Street, showing Tremont Hotel. 5. The Wholesale Business Center.



4

Indianola for Galveston, was burned in the gulf near the latter place, and thirty-five lives were lost.

6. Early in 1859 the steamer Bayou City, from Galveston to Houston, exploded her boilers at Harrisburg, and a number of lives were lost.

7. On the morning of January 1, 1863, the United States man-of-war Westfield was blown up in Galveston harbor, and some fifteen lives were lost.

8. On October 20, 1870, the steamer Varuna, from New York to Galveston, foundered off the coast of Florida, and all on board perished except four of the crew. By this disaster a number of old and respected citizens of Galveston lost their lives.

9. On Monday, October 9, 1871, the steamer C. R. Hall sunk off Cedar Point, and all hands except one perished.

10. On February 14, 1873, the stern-wheel steamer Henry A. Jones was burned near Red Fish bar, and twenty-three persons perished.

11. On the morning of November 9, 1875, the steamship City of Waco, from New York, was burned off Galveston bar, and all on board perished. About fifty-nine persons lost their lives in this disaster.

12. During a gale in August, 1886, the schooner Edna C. foundered in the gulf near Galveston, and all hands were lost.



1. Texas Star Flour Mills. 2. Galveston Cotton and Woolen Mills.

3. Galveston Bagging Mills. 4. Moody Compress. 5. Coal Elevator and Cotton Wharf.

THE FIRST CHURCHES

Early in 1840 the Methodists of Galveston met and organized. Their first pastor was Rev. Thomas O. Summers.

Rev. Father Timon, of the Catholic Church, visited Galveston as early as 1838. He was followed in 1840 by Rev. Father Steeley, who held services in Menard's warehouse. St. Mary's cathedral, built in 1847, is still standing—one of the few houses of worship not destroyed by the hurricane of September 8, 1900.

The first Presbyterian services held on the island took place at the navy yard in 1836 or 1837, Rev. Mr. Reed officiating. The church was regularly organized in 1840.

The first Baptist Church was organized in 1840 with only nine members. Rev. James Huckens was the first pastor. The old wooden church on Twenty-second Street near Avenue I, which went down in the hurricane of September 8, 1900, was erected in 1847.

Late in 1839 Bishop Polk, of the Louisiana Episcopal Church, visited Galveston and delivered a sermon. In 1841 the church was organized.

A German Methodist Mission was established in 1845 by Rev. H. P. Young, who is still here in charge of a flourishing church.

In 1857 a German Lutheran Church was organized.

Before the Civil War there were a number of colored Methodist and Baptist churches.

NEWSPAPERS

A small sheet printed during the time Commodore Aury held possession of Galveston was probably the first publication ever issued on the island. The first newspaper established after the founding of the city was the *Commercial Intelligencer*, issued in July, 1838, by John S. Evans. The second was the *Civilian and Galveston City Gazette*, established by Hamilton Stuart, in 1838. The *News*, the only one of the early papers surviving, was established in 1842. The *Tribune* was established twenty years ago.

SCHOOLS

The first schools taught on Galveston Island were conducted by Miss Robbins and Prof. E. Walbridge, in 1838-39. These were followed by Prof. James P. Nash and others. An unsuccessful attempt to establish a system of public schools was made in the forties, but failed for want of funds. Up to 1871, when a public school system was inaugurated, the educational facilities were confined to schools conducted either by religious denominations or individuals. The present public school system in Galveston dates from 1881.

HISTORIC PEOPLE

Of the historic people whose remains repose in the Galveston cemeteries there can be recalled the names of David G. Burnet, the first president of the Republic of Texas; Gen. Sidney Sherman, who commanded the left wing of the Texan army at the battle of San Jacinto; John M. Allen, a soldier of San Jacinto, and the first mayor of Galveston; Gen. Louis T. Wigfall, senator in the congresses of the United States and of the Confederate States; Gen. J. Bankhead Magruder,

commander of the Trans-Mississippi department during the Civil War; and Michel B. Menard, the founder of Galveston. There are a number of others whose names are inseparably connected with the history of the state and city, but want of space prevents their enumeration.

Of the distinguished visitors to Galveston in the past there can be recalled: Gen. Albert Sidney Johnston, Gen. Sam Houston, Anson Jones, Mirabeau B. Lamar, Admiral Baudin of the French navy, the Prince of Solms, Colonel Freemantle of the Coldstream Guards, Admiral



BEFORE STORM. CHILDREN'S PLAYGROUND AND DANCE HALL IN GARTEN VEREIN. WRECKED BADLY

Semmes, Gen. E. Kirby Smith, Capt. John N. Moffitt, Gen. U. S. Grant, Gen. P. H. Sheridan, Ex-President Harrison, John Wanamaker, and C. P. Huntington.

THE DRAMA

One of the first dramatic performances in Galveston was given early in the forties at the Gothic saloon on Tremont near Market Street. One of the first theaters constructed was known as Nertsch's Theater, and was located on Market near Twenty-fourth Street. The building was destroyed by fire in 1867. The Tremont Opera House was built in 1871,

and the Grand Opera House a few years ago. All of the actors famous on the American stage during the past half-century have visited Galveston.

SECRET ORDERS

The first Masonic lodge in Galveston was organized June 5, 1839, when Harmony Lodge No. 6 was instituted, and a charter was granted by the Republic of Texas February 2, 1840. San Felipe de Austin Chapter No. 1 was inaugurated in Galveston January 2, 1840.

The first lodge of Odd Fellows was organized in Galveston in 1840, and was known as Galveston Lodge No. 3. This was followed a few years later by Herman Lodge No. 5, and still later by Chosen Friends Lodge No. 6. The orders known as the Knights of Pythias, Chosen Friends, Woodmen of the World, Improved Order of Red Men, etc., are of comparatively recent origin in the city, although strong in membership.

RAILROADS

The Galveston, Houston, and Henderson, the first, and for many years the only, railway out of Galveston, was first opened for traffic in 1860. The Gulf, Colorado, and Santa Fe was constructed in the seventies, followed a few years ago by the Galveston, Houston, and Northern, now a part of the Southern Pacific system. Other lines using the tracks of the Galveston, Houston, and Henderson line are the International and Great Northern and the Missouri, Kansas, and Texas, which jointly own it. The Gulf and Interstate from Bolivar Point to Beaumont was opened for traffic a few years ago.

The Galveston City Railroad Company was chartered in 1866. The Market Street line was the first completed and the first car was run over it in the summer of 1867. Other lines were built, and the Gulf City and People's Street Railways, rival organizations, projected later, have been absorbed by the original company. The original fare was ten cents, and at first separate cars were set aside for whites and negroes.

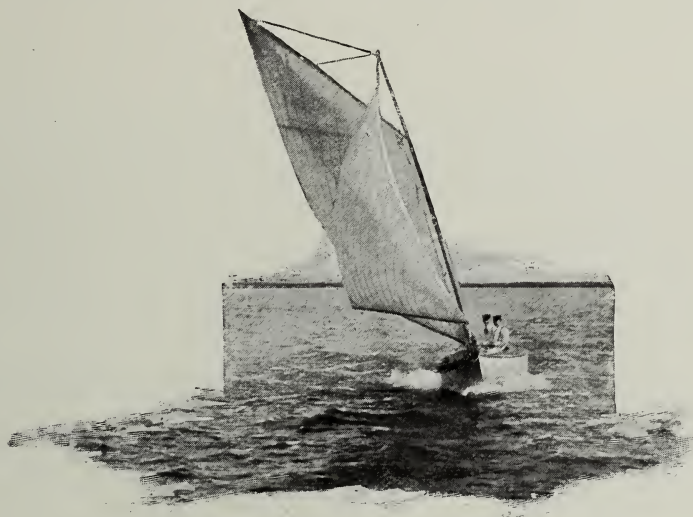
FIREMEN AND POLICE

Galveston Hook and Ladder Company No. 1 was organized October 3, 1843; Washington Fire Company No. 1, January 8, 1850; Island City Fire Company No. 2, March 7, 1856; followed by others as the years passed. The volunteer fire department existed until 1885, when it was merged into the present paid department, by a resolution of the City Council.

Beyond a city marshal and a few night watchmen, the police department did not amount to much until 1867, when the organization, as it exists at present, save for a few minor changes, was instituted.

OLD-TIME DIPLOMATS

During the days of the Texas Republic, although Galveston was not the seat of government, it was a favorite resort for the ministers of foreign countries accredited to the infant republic. The United States was represented at different times by Henry M. Morfit, Alcee La Branche, Col. George H. Flood, Gen. William Murphy, and Joseph M. Eve. General Howard, Gen. Duff Green, Charles A. Wickliffe, and A. J. Donelson were here as special envoys to promote the annexation of Texas to the United States. M. de Saligny, the French minister,



reached Galveston in 1840, and was received with a salute from the fort and fleet. Admiral Sir Charles Eliot represented Great Britain from 1842 to 1846. Holland and Belgium also had representatives here.

THE FIRST STEAMSHIPS

The first sea-going steamship visiting Galveston, of which there is any record, was the low-pressure packet *Columbia*, Captain Wright, engaged in the New Orleans trade. She made two trips a month, stopping at the mouth of the Brazos. The steamship *Cuba* was also one of the pioneer vessels engaged in the trade. Steam communication with New York was not established until 1865, as the carrying trade previously between that and European ports had been conducted by sailing vessels.

The first steamboats plying between Galveston and Houston were the *Yellowstone*, *Leonidas*, *Constitution*, *Convoy*, *Branch T. Archer*, and

Sam Houston. In 1839 the steamer *Correo* ascended the Trinity River to Carolina, several hundred miles above the mouth, and returned to Galveston, reporting that navigation was easy, and that the country was rapidly being settled by farmers, who were planting cotton.

UNITED STATES COURT

The United States Court was called into being upon the admission of Texas to the United States. The first Judge was John C. Watrous, who was appointed May 9, 1846, his commission being signed by James K. Polk, President of the United States, and countersigned by James Buchanan, as Secretary of State. John M. Allen was the first United States marshal, and Thomas Bates clerk.

THE FIRST EXECUTION

The first legal execution on the island after its settlement occurred on November 13, 1840, when a negro named Henry Forbes, who had been tried and convicted for breaking jail (a capital offense under the laws of the Republic), was hanged by the sheriff. The prison from which he had escaped was the hulk of a stranded brig named the *Elbe*, which was used as a jail for several years after the settlement of the island.

SNOW AND ICE

In the winter of 1820-21, when Mrs. James Long, with her child and a faithful negro slave as her only companions, were the sole inmates of the little fort erected on Bolivar Point, there was a very cold "spell" of weather. In her description of her life at that time she stated that the weather was so cold that the bay was frozen over from Bolivar to Galveston Island and Virginia Point on the mainland. A number of fish were discovered frozen in the ice, and a large bear came out on the frozen surface of the bay, and as far as could be seen was proceeding over the ice in the direction of Virginia Point.

This statement, barring the presence of the bear, was fully confirmed in January, 1886, when Galveston bay was solidly frozen with the exception of a narrow strip of clear water in Bolivar roadstead, and such was the solidity of the formation that vessels were held as in a vise. There was also a very heavy fall of snow at the same time. A British ship, the *William*, went ashore on the beach a few miles west of the city, and Captain Jefferson, of the sloop *Annie*, was frozen to death in the harbor. Large numbers of cattle perished on the mainland.

Sunday, February 12, 1899, was the coldest day on record in the history of the city. The mercury fell to seven degrees, and the bay

was solidly frozen. The cold weather was ushered in by a severe storm of snow and sleet, commencing Saturday, February 11th. No deaths were reported in the city, but the public schools were compelled to close the succeeding Monday on account of the cold. Snow in places drifted to the depth of from eight to ten feet. There was some loss of life, and much destruction of live-stock in the interior. The lowest temperature previously recorded at Galveston was eleven degrees on January 8, 1886. Next to that came 14.8 degrees, on February 8, 1895, and then eighteen degrees on December 29, 1880. These are the only instances within the past twenty-nine years when the temperature at Galveston fell below twenty degrees.

BEN C. STUART.



ONE OF GALVESTON'S SCHOOLS

Formerly located between Tenth and Eleventh Sts., on Avenue I, moved by storm over on Twelfth St.

THE CHURCHES

PROTESTANT CHURCHES

Only three of all the many and costly church edifices, Protestant and Catholic, in Galveston, escaped serious damage, ranging from twenty-five per cent to total destruction. These institutions, like the schools, must look to the public for restoration.

The pastors of these homeless congregations have all been in the forefront of relief work. It was no uncommon sight to see them wielding axes in cutting away debris and carrying groceries to the disabled. Their spiritual ministrations were not neglected, but creature necessities received prompt attention.

For the following detailed history of the churches and graphic description of the wreckage, the reader is indebted to Rev. Henry Austin, pastor of Broadway Memorial Presbyterian Church. Mr. Austin is of the historic family of Austin who played a conspicuous part in the settlement of the state. His kinsman, the great Stephen F. Austin, was the father of the infant commonwealth.

Galveston of 1838 has passed out of the recollection of the present generation. A few there are of the very aged who remember that period of primitive conditions and yet dauntless spirit. The little town even then attracted the eyes of the United States, and the Republic of Texas, recently recovering from the throes of her heroic struggle for independence, was already the field for the pioneer and the prospective home for the courageous hearts across the Father of Waters.

Our imagination lends stimulus to our historical information, and we can hear the voices of men of every class who have laid out the metes and bounds of empire and hewn out of rugged mountains of barbarism majestic temples of civilization and progress.

It was not only the prospectors and settlers who turned their eyes westward. It was not only the merchant seeking a market or the investor a field for speculation. But men who had dedicated their lives to their God and were reared in the greater civilization and with the broader cultivation of the East, braved the dangers of long overland journeys and endured perils and hardships which are to us but as a dreadful dream in their recital.

Who can write the history of those days? In some volume, grown gray and stained with age, the actors in those scenes have told their

simple stories. The history of any city is never correctly told unless it embraces these annals of the past.

The organization of every church begins in the hearts of earnest souls who find the gathering together in some place of prayer and praise a necessity to their perfect happiness and contentment. The quiet movings of the spirits who speak to this one to-day and another to-morrow, lie at the foundation. Then comes some little upper room in a home already consecrated by the family altar; afterward the growth in attendance, the securing of a small hall, and finally, the enthusiasm born of God which makes the sacrifice and builds the church home. The under-shepherd is called for the care of the flock, and the church begins its ennobling, regenerating work for the making of a city whose pride shall be "Jehovah is there."

This is the history of every church which now graces the cities of America. It is a process of years, of patience, toil, self-sacrifice. The question has been often asked, "Where was the first sermon by a Protestant minister preached on Galveston Island?" Tradition answers that during the year 1836 or 1837 the Rev. Mr. Reid, a Presbyterian minister, held a service near the old navy yard which was on the flats at the foot of Twenty-fourth Street. After this time one by one came ministers of the Episcopal, Methodist, Baptist, and Presbyterian churches. A brief sketch of the early founding of these churches may be of interest. The dates given are as nearly correct as can be ascertained.

THE PROTESTANT EPISCOPAL

Dr. Benjamin F. Eaton, the founder and first minister of this church, came to Galveston in 1839. He was the first missionary priest ordained to the Republic of Texas, and came directly from England, ordained by the English Church, and landed at our city wharves. Their first place of worship was a wooden building on Twenty-third and Winnie Streets. This congregation adopted the name of Trinity Parish.

For nineteen years Doctor Eaton ministered to his flock and in 1854-58 conceived and carried through the erection of the brick structure on Twenty-second and Winnie Streets. The building was remodeled several times under Doctor Eaton's direction.

For thirty-three years this man, revered by his people and the whole city, labored for the interests of his church, and when he passed away, in 1871, God's call came to him as he stood in the discharge of his holy office at the altar of the church, where he had breathed the benediction of peace upon many thousand weary souls. He now rests within the chancel rail, south of the altar. The names associated with these days

are: Lawrence Froch, Nabor B. Yard, Stephen Southwick, Gen. E. B. Nichols, Charles Hughes, George Ball, Albert Ball.

Doctor Eaton was succeeded by Dr. Stephen M. Bird, who ministered to Trinity for twenty-two years, and who saw the church membership rapidly increase and many enterprises established under the church's care.

About 1875 was established Grace Episcopal Church, on the corner of Avenue L and Thirty-sixth Street, which, first as a mission, gathered many noble workers to its fold, and then as a separate parish divided the responsibilities with Trinity. The first minister of this organization was Jeremiah Ward. Doctor Bird established two other mission stations, one on Avenue L and Fifteenth Street, St. Michael's Mission, and another on Mechanic near Eleventh Street, St. Andrew's Mission. The history of the work of these two parishes lies buried in human hearts.

After Doctor Bird's death the stricken congregation missed deeply the stirring, noble spirit that had ministered to them for nearly a quarter of a century.

"Old Trinity" found his successor in Rev. C. M. Beckwith, under whose care the church has maintained its position of influence with a membership of about seven hundred.

Grace Episcopal, under different ministers, one of whom was Bishop Sessums of Louisiana, then a young clergyman, passed through varied experiences, gathering to it many prominent families of the city.

In the year 1894 the munificence of Henry Rosenberg enabled the congregation to construct the handsome stone building which is now their church home. The present rector, Rev. J. R. Carter, has ministered to this congregation for about ten years and has seen his parish grow in members and spirituality and good works.

St. Michael's and St. Andrew's missions have been centers of quiet influence, and there, by the faithful labors of lay-members, the children have been instructed in the doctrines of the church and homes have been blessed by the preaching of the word and the rites of the church.

Each of these parishes has had efficient organizations, guilds, and societies of young and old, whose charities can never be estimated. The faithful women whose names are written in heaven, rise in memory like a great army upon whom the church has relied in the hour of need.*

METHODIST EPISCOPAL

When the Rev. Thomas O. Summers reached Galveston in 1840 he found an organization with a diligent class leader, Mr. Joseph W. Rice, who for many decades lived in the city a consistent Christian. Ryland

*The original wooden building occupied by Trinity Church was sold to a carpenter who used the material to construct the two-story dwelling-house on the corner of Winnie and Twenty-second Streets, diagonal from the present church site.

Chapel was built at this time and named after a liberal benefactor of Baltimore, Maryland, who gave the money to build the church. It stood on the corner of Twenty-second and Church Streets, the present site of Harmony Hall. Here the church continued its services, supported by men who lived for the best interests of Galveston, and left a worthy and honored name as a heritage to the present generation of Methodists. Among these may be mentioned Mr. Jacob L. Briggs, Judge John B. Jones, Mr. Allan Lewis, Mr. Tronson, Mr. E. S. Wood, Mr. John Howard, and Mr. J. J. Thompson.

In 1869 the congregation purchased the two lots on Broadway and



RUINS OF TRINITY (EPISCOPAL) CHURCH

One of the finest Churches built in Galveston. Practically a total wreck

Rosenberg Avenue, and partially built the church with the name St. John's. Bishop Marvin, a name known not only to Methodists, but to Christians of every faith, dedicated the church. In later years it was completed to the dimensions which have so long been familiar to the residents of Galveston. Many of us now grown to manhood remember the stirring center of Methodism, the Sunday school rallies, and the revivals which brought hundreds to the church altar. There were giants in those days. The eloquence of the ministers who came from year to year is even now the happy memory of the past. To mention one name would be only to suggest many others.

The records tell us that Rev. L. M. Lewis was the first pastor of St. John's Church under its new name. Within the last four years, under Rev. W. D. Bradfield, the church has grown rapidly to a membership of four hundred, and many enterprises have been successfully launched. A handsome parsonage was erected last year on the corner of Avenue N and Twenty-sixth Street, and completely furnished by the ladies' society.

The missionary societies of the church have always been distinguished for their activity and success in supporting the agencies of Methodism.

In about 1887 Mr. George E. Clothier, a competent employe of a large wholesale firm of Galveston, inaugurated a mission on Thirty-ninth Street and Avenue I. For many years Mr. Clothier gave his spare time and energy to this work, and in course of years saw a building erected and a church established. This work, known as the West End Church, has flourished, and has seen great progress under its present revered minister, Rev. Mr. Chambers, with a membership of one hundred and fifty.

In 1869, when the Methodist congregation moved to Broadway and Rosenberg Avenue, some members who lived in the east end determined to organize a church in their neighborhood, and thus came into being St. James Methodist Episcopal Church. This church rapidly extended its lines of work, and was conspicuous for its enthusiasm and zeal. The present pastor, Rev. C. J. Oxley, has seen its membership grow to two hundred and twenty-five, with a thriving Sunday school.

The Methodist congregation established a mission for the Scandinavians, many of whom visit the city on foreign ships, and this organization as a Seaman's Bethel has done most efficient work among the sailors. It was situated on Mechanic and Seventeenth Streets.

Within the last year the West End Church has established a mission station in what is known as Kinkead Addition, west of the city limits, and a rapidly growing community.

Old Ryland Chapel, the first Methodist building, was used by the Baptists at one time, occupied as a public school-room about 1881, and finally was sold to colored people who moved it to Avenue M½ and Twenty-ninth Street, and converted it into a dwelling-house.

BAPTIST

This great denomination has always been among the pioneers of Christian propagandism, and we are not surprised to learn that there are names of worthy ministers of this faith linked with the names of Texas heroes. We are told that three names are cherished among the valiant sons of the faith—Burleson, Tryon, Huckins. These three came about the same time to the new Republic to cast in their fortune with hers and mold the destiny of the new citizenship.

To Galveston came Rev. James Huckins, a graduate of Brown University, from his native state of Rhode Island, bringing his wife, the daughter of the Governor of that state, to take their places as the most influential citizens of the city. As a minister and man of unusual ability he soon gathered a strong organization about him. In 1839 he was

selected to preach the sermon before the convention of Odd Fellows, and thus so early was recognized for his ability. His wife was looked upon as the first lady of Galveston, and her charming spirit and extensive cultivation made her the model for the daughters of every home. Sixty years have passed, and still the memory of her influence is not forgotten. Her daughter, Mrs. Waters S. Davis, and her children may well rise up and call her blessed.

The Rev. James Huckins traveled from time to time, and thus



RUINS OF ST. JOHN'S METHODIST CHURCH

secured funds for the building of the First Baptist Church (Gen. Sam Houston contributing one hundred dollars) the white frame building used for many years as the chapel north of the present site of the church. This building stood upon the corner at that time. The baptismal pool was outside of the church, to the south of the building. There are names familiar to Galveston and to the world linked with these early days. Mr. Gail Borden, Mr. Fellows, Col. Sydnor.

In Mrs. James Borden's house the church was organized as a mission, supported by the Board of Home Missions in Richmond, Virginia. The church had supplies of visiting ministers. Doctor Burleson, who still survives the years' fierce onslaughts, and Doctor Tryon were mission-

aries located at Houston, and frequently visited the city, but the church cherishes the name of Rev. James Huckins as the first minister. And thus, under his care, the church fulfilled its high calling.

In 1861 came the troublous times of internecine war. Galveston did not escape the desolating blight of devastating armies. Disorganization scattered the worshiping saints of God. The faithful pastor entered the great work of ministering to the suffering of the Confederate forces and laid down his life in nursing the soldiers of the South-land in the state of South Carolina. Efforts were made to have his body removed to the city where he was so revered and beloved, but those for whom he died had loved him also, and they begged the privilege of having his resting-place under their care.

At the close of the war a handful of faithful men and women gathered together—barely a dozen assembled—among them were Judge Cole and wife, "Deacon" Crow and wife, Mrs. W. P. Ballinger, Mrs. M. H. Pool, Mrs. Captain Jamieson, Mrs. Col. Sydnor. The comfortable little church was in a desperate condition. It had been used as a school-house for the negroes, and when necessary as a stable for stock. But the faithful women, a few indeed, plied their skillful needles and raised the money to repair the damaged roof and cleaned and beautified the interior and once again they filled its walls with song and praise.

These same faithful souls built the parsonage soon after the war. A pastor was chosen in Dr. William Howard, who labored here for many years.

In the closing years of the seventies fifty of the members of the First church organized into a separate church, meeting for a while in Ryland Chapel and subsequently erecting on Broadway and Twenty-second Street the brown frame building, adopting the name of the Broadway Baptist Church. This building has been known as St. Augustine Episcopal Church, colored. Major W. E. Penn, whose name was a household word, visited this struggling organization, and many enthusiastic and successful revivals were held under this church's direction. It was in the Broadway Baptist Church that Major Penn was ordained as a minister of the Gospel, though for many years he had been a successful lay-evangelist. The church had no regular pastors, but was well supplied by able ministers of the state. Rev. Samuel Haden supplied the church as pastor for a short while, and in 1881 the Broadway Church reunited with the First Church, and selected as pastor Rev. Albert T. Spaulding. Under his direction the old church was moved to an adjoining lot north and the commodious brick building was erected in 1883, which has been the home of the thriving organization of Baptists of Galveston.

In 1890 Doctor Spaulding resigned the pastorate and Rev. A. W.

Lamar was chosen. For five years he gathered large audiences and ministered to all classes by popular lectures on interesting topics.

In 1895 Rev. A. W. Lamar entered the evangelistic work and the church called its present pastor, Rev. W. M. Harris, D.D. Rev. W. O. Bailey served the church for a few years prior to Doctor Lamar's pastorate.

The missionary spirit of the Baptists soon sought a field in the west end of the city. A

Sunday school was held in a small building occupied by the public schools. Afterward in the home of a Mrs. Senne the Sunday school grew and was organized into a church known as the Second Baptist Church on Thirty-seventh and Avenue



TWO VIEWS OF RUINS OF BAPTIST CHURCH

To the right of the lower illustration is shown the total wreck of the original Baptist Church, built forty years ago

M $\frac{1}{2}$. Many faithful men have served this organization, among them may be mentioned Rev. Messrs. Cone, Garrett, Major, and Creek, its present pastor.

We mention with honor the faithful labors of Rev. M. Lane, who performed his daily work in the cotton mills of the city and then as faithfully ministered to a little company of Baptists in the remote west end. A small building was secured and placed in the square opposite the mills. This was improved and furnished a comfortable home for the little organization. Last year Mr. Lane left his work in the mills and

assumed the full pastorate. A beautiful building was erected and no organization has been so full of promise.

The Baptists have also maintained a mission in the east end of the city.

PRESBYTERIAN

The Presbyterians were ministered to by visiting ministers several years before the organization of a church. After Mr. Reid's visit in 1836 or 1837, Rev. W. Y. Allen, who was chaplain to the House of Representatives of the Republic while the capital was located at Houston, visited the city in the spring and summer of 1838. Later, in company with the Rev. John McCullough, whom he met in New Orleans, he returned to Texas. Mr. McCullough became chaplain of the Senate and came to the city often, preaching wherever a suitable place could be secured. The Galveston City Company erected a house on the north-west corner of Church and Nineteenth Streets which they used for offices on the ground floor, the upper room being secured for preaching. It was known as the "Academy" and sometimes as the "Galveston University." Mr. Allen often visited Mr. McCullough and they labored together. A severe yellow fever epidemic scourged the city, but this faithful man stood at his post.

On the first day of December, 1839, at a public meeting of the citizens, steps were taken toward erecting a suitable building, which was accomplished. This was a frame structure which gave place in 1876 to the present splendid house of worship, planned and partially executed under the pastorate of Rev. R. F. Bunting, D.D., pastor of the church from 1868 to 1880. The church organization took place in 1840 with fifteen names, seven gentlemen and eight ladies, only one of them remaining to this day, now a resident of another city, Mrs. George Ball, to whom the church has been indebted for many bequests.

This church has stood among the first in influence and liberality in the Southern states. The present pastor, Rev. W. N. Scott, D.D., in his nineteen years of service, has seen the church throw off the burden of a heavy debt, complete its large auditorium, and gather a congregation of over six hundred members. The various organizations of this church have contributed largely to church maintenance and public charities. In 1891 the church assumed the support of a foreign missionary to China after liberally contributing to his theological education.

The old First Church building was sold to the colored people, who cut it into two sections and moved it to Avenue M and Thirty-first Street, to be used as a church for a short time, then as a residence.

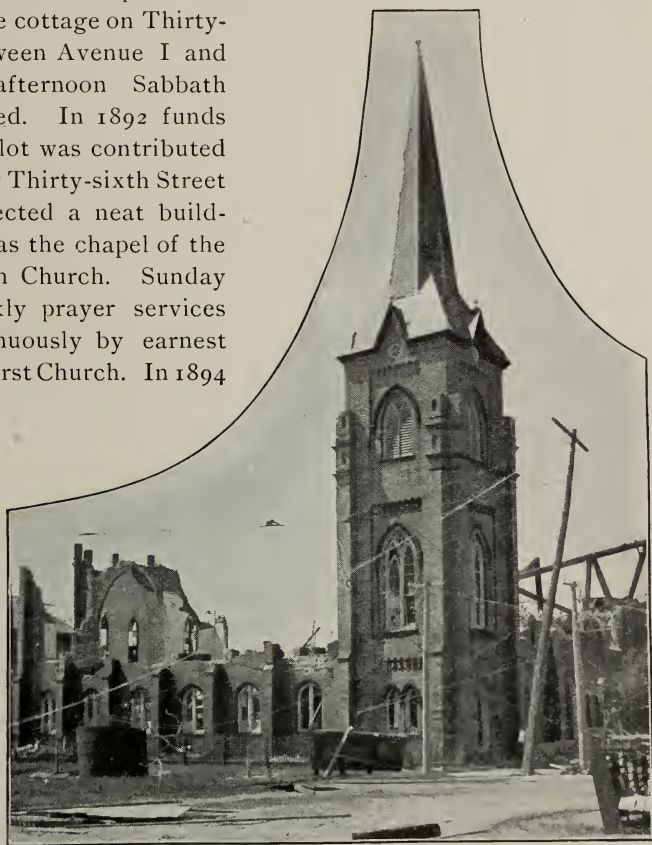
In 1889 the unsupplied field of the west end of the city called for some attention. Individual Presbyterians had conducted Sunday

schools for many years, one faithful mother in Israel, Mrs. Ann Trueheart, being conspicuous for her zeal. But for many reasons these attempts had been abandoned from time to time. And now the church, free from all encumbrances and rejoicing in their magnificent house of worship, decided to undertake the founding of a second Presbyterian church in the west end. A godly brother, whose home was in this vicinity, was selected as superintendent and in a little cottage on Thirty-sixth Street between Avenue I and Broadway, an afternoon Sabbath school was opened. In 1892 funds were gathered, a lot was contributed on Broadway near Thirty-sixth Street and there was erected a neat building to be known as the chapel of the First Presbyterian Church. Sunday school and weekly prayer services were held continuously by earnest members of the First Church. In 1894

a young man was secured to minister to this work. He was a child of the present church, a native-born citizen of Galveston. Rev. Henry Austin took charge of the work and in the next year a church was organized with the name,

Broadway Memorial, in honor of Mrs. Ann Trueheart, the mother of the mission school of previous years. This church has maintained its organization and has been well equipped with efficient helpers in every branch of Christian service.

In 1897 was organized the Fourth Presbyterian Church, consisting of members of the First Church who wished to be connected with the Presbyterian Church North. This church, through the courtesy of the



CHURCH IN RUINS

Rabbi of the Jewish Synagogue, occupied this latter building until they secured a commodious hall on Winnie Street between Twenty-first and Twenty-second Streets. A membership of sixty has been gathered and this organization though small has not been behind in enterprise and Christian service. The first pastor of the church was the Rev. J. L. Robertson of New York state, who was a man beloved by all who knew him and highly esteemed for his ability. On his resignation the church was supplied by visiting ministers until last year when Rev. W. H. Mason of New York state became the pastor of the church.

To the German Presbyterians belong greatest praise and to their beloved and aged pastor the congratulations of all Christians for their success in maintaining a strong organization for so many years.

In 1845 Rev. Henry Young, D.D., came as a missionary to the German Presbyterians of Texas. He settled in Galveston and taught school for many years, numbering among his pupils some of Galveston's most honored citizens. In 1857 was organized St. Paul's German Presbyterian Church. Its membership has been small but always strong in zeal and Christian character. Doctor Young remains to-day the oldest minister in Galveston both in respect to age and time of residence. Active and faithful he ministers to his people and thanks his God for life and opportunity of service.

GERMAN LUTHERAN

All who have ridden on the Thirty-third Street electric car belt line may recall two white frame buildings on the corner of Twenty-fourth and Winnie Streets. One is easily recognized as the church of the German Lutherans, the other standing next to the church bears the remarkable date of 1844. The history of this latter building will readily occur to old residents. It stood on the corner of Winnie Street and Bath Avenue when first constructed and was known as the Lyceum building. During the week the children came to study, on Saturdays entertainments and theatricals were held and on Sunday a church congregation gathered to praise God. This was the first meeting-place in 1850 of the German Lutheran Church. Rev. Mr. Guebner was the first minister.

The organization was discontinued for a few months, then Rev. Mr. Wendt came in 1851, having as his assistant a young minister, Rev. J. C. Roehm, who also conducted the school in connection with the church. In the course of time the Lutheran organization purchased the Lyceum building and moved it to the corner of Twenty-fourth and Winnie Streets and there, for many years, it was the church home.

In the trying years of the Civil War one pastor left his name imperishable—the Rev. H. Bohnenberger. From 1861 to 1864 he

labored assiduously for his people, gathering contributions of clothing and food supplies and caring for his flock with untiring zeal. The dreadful fever scourge of 1864 carried this noble man to his grave, but he lives in deeds never to be forgotten and the old German residents speak his name with tenderness and esteem.

In 1869 the present church was built and the old Lyceum building was moved to the adjoining lot west of the church to be used as the school-room.

Pastor Roehm left Galveston in 1853 or 1854, but returned in 1877 to be the pastor of the church, which was strong and flourishing. The well-built form of this faithful servant of God is familiar to us all. He still remains pastor with a young assistant, Rev. G. J. Ide. Upon the church rolls stand the names of Mr. George Schneider, Sr., and Mr. Louis Maser, both of whom Galveston knows, to respect and honor for their many services in her varying fortunes. The church numbers two hundred and fifty voting members and ten hundred and twenty-five souls connected with its services.

In the west end on Avenue M and Thirty-ninth Street is St. John's Lutheran Church, which has ministered to many German homes of that section and has an efficient pastor in Rev. W. Engelke.

A pretty two-story frame building stands on Market and Eighteenth Streets, the home of the Swedish Evangelical Lutheran congregation. Typical of the thrift of this progressive people, it is an attraction for the splendid condition in which it has always been kept. One hundred and fifty souls worship here. This church was erected in 1892. Rev. Mr. Stamline was its first pastor. At present it is ministered to by Rev. Aaron Segerhammer.

GERMAN EVANGELICAL

This church, which is Methodistic in its polity, has had an organization for twenty years, with its building on Avenue H and Nineteenth Street. In 1885 the disastrous fire which swept forty blocks of residences destroyed their building. With energy they constructed another whose graceful little spire has been a pleasure to behold. Rev. Mr. Gomer was the first pastor. It has never failed to hold its services and the lusty, hearty voices of its members could be heard at every service coming from earnest, honest hearts. About sixty members form this church. The present pastor is Rev. Frederick Wismar.

CHRISTIAN

This body is of more recent organization. Early in the nineties Rev. J. W. Lawher, D.D., who held a professorship in the University of Add Ran, now situated at Waco, came to the city and by his broad

scholarship and untiring energies soon had a strong little company of Christians gathered and eventually built a beautiful house of worship on the corner of Twentieth and Avenue K. The present pastor of the church is Rev. J. K. Haston who has gathered a congregation of somewhat over one hundred members.

NEW CHURCH

The New Church, known as the Swedenborgian Church, has had an organization at different times ever since the Civil War. Disbandment on account of fewness of members has taken place and then reorganization under some new enthusiasm. It now has a permanent organization with an efficient pastor in the Rev. Howard Dunham. This little company is remarkable in that it contains the oldest resident as to age of the city, Mrs. Wright S. Andrews, who came to the city in 1836 and has passed through every storm from 1837 to 1900. It also numbers several prominent citizens long resident on the island and highly esteemed for their integrity. The new church building was erected in 1887.

The sect known as the Christian Scientists has been represented in the city for many years. It now occupies the brick structure on Twenty-second Street and Avenue H, known as the office of the old Galveston City Company. This substantial building has been improved and furnishes a most comfortable home for the congregation. This organization has no regular pastor, but is ministered to by lay readers selected from their own company. The branch of this faith in our city has many of Galveston's most respected citizens in its membership.

The Spiritualists have an organization which meets in a hall on Market Street between Nineteenth and Twentieth Streets. Rev. John Ring is the leader and under his direction the organization has maintained itself with success.

NEGRO CHURCHES

It was with peculiar interest that I followed the lines of suggestion which unraveled the tangled skeins of memory and at last revealed the history of this interesting race so intensely religious and so patient and faithful in organization and construction of their houses of worship. To whom should I go? One citizen told me of a faithful slave, who served the Heavenly Master with fidelity and who labored in building a church for his race and to whom his master after the flesh reared a stone in the cemetery of his white brothers. The year 1858 was the date of this man's service. At last I was led by an aged negro to a hall in the Flake building. There I found an old colored Auntie, Ellen Roe, whose face brightened at my question concerning the past and her tongue was

loosed and in a moment she was living in the days of 1850. Half a century was forgotten, and she was once again a bright active woman serving her beloved master, Mr. Gail Borden, caring for his children, and building a shelter of affection in his family to which in these troublous, stormy days of 1900 she might turn and not be disappointed. She loves to tell how Mr. Borden and his wife trained her carefully as to body, mind, and soul, rehearsing her own early life; how they bought her, a child of seven years, from cruel slave speculators who stole little children and sold them upon the block. Her memories of the organization of the colored churches, the Baptists, Methodists, are about as follows:

Before 1851 the white people took measures to provide a separate house of worship for their slaves. Generally the masters gathered in the morning and evening, and in the afternoon in the same place the slaves gathered to hear a sermon by the white minister. A building was erected on Avenue L between Twenty-sixth and Twenty-seventh Streets, perhaps in 1850-51, and a Sunday school was conducted by the masters. This is the first separate building for the colored people on record.



RUINS OF A NEGRO CHURCH

Of several churches in which this race worshiped, not one remains

On the same spot was built the West L Baptist Church, colored, a brick building well-known to all citizens. Mrs. General McLeod and Mrs. Captain Barbour taught classes in this school. "Ellen" loves to tell how her little girl earned a prize of "two bits"—a quarter of a dollar—for learning her Sunday School lesson, and she explains that Mrs. Borden, her mistress, took great pains to see that this little child might win the prize by giving her personal supervision. All colored denominations united in this church.

In 1851 Mr. Gail Borden, who was agent in the city for property of no doubt the City Company, secured the lot on Broadway between Twentieth and Twenty-first Streets. "Ellen" boasts of giving the first dollar to help fill a hole that was on the ground, looking forward to the erection of the church. The citizens contributed to this enterprise and sought to secure a minister of their own race. This was a Methodist organization. Mr. Joseph W. Rice and other prominent members of

the Methodist Church would give part of their Sabbaths to instruction in the Sabbath school.

In 1865 came emancipation and for many years the church was divided against itself over ministers. The Rev. Mr. Reedy, representing the African Methodist Episcopal Church, was brought to the city as pastor from the North. Two factions arose regarding the minister, until General Wright placed Reedy in charge of the building. The church building which in time gave place to a splendid brick stuccoed edifice in 1888, received the name of Reedy Chapel and has preserved the name to this day. Rev. Mr. Reedy seems to have been a man of superior education and ability and is highly revered among colored Methodists.

Space would fail me to tell of the many churches, Baptist and Methodist, which have sprung into existence with the growth of the city. All of these mean much self-denial, many hardships, dissension, and reconciliation, but in spite of discouragements these people have bravely wrestled with serious problems and have solved them, and found their efforts crowned with success.

Upon the corner of Broadway and Twenty-second Street there has stood for over two decades a brown frame church building formerly the property of the Broadway Baptists, a colonization from the First Baptist Church of this city. For about a decade it has been known as St. Augustine Episcopal Church, (colored). Rev. Thomas Cain has been its rector and it has maintained its organization most commendably.

The ministers serving the colored churches at this time are, of the Methodist Church, Rev. Messrs. Reed, Moody, Bartley, Warren; and of the Baptist Church, Rev. Messrs. Hall, Whiteley, Terrell, Cole, Barbour, Benson, Hubbs, Hall, of Broadway between Thirty-second and Thirty-third and Wright Streets. These churches are well supplied with organizations for church work.

EFFECTS OF THE STORM

We have now brought you to consider a city of thriving religious organizations, ministered to by godly men. A large Protestant constituency filled these churches. Sunday, September 2d the churches opened their doors and the young and old came from thousands of happy homes and joined in the songs of praise. God's holy word was opened and each man of God spoke to his attentive people some word of cheer or instruction, some admonition or warning. And now the last tones of the organ are trembling on the ear. The minister greets his people with "Good night; God bless you," "God be with you till we meet again." The sexton extinguishes the light and quietly closes the door

and returns to his home, musing the while. The minister enters his home, anxious, perhaps, as to the faithful discharge of his duty, rejoicing, perhaps, that his word has reached some soul and that soul has returned to God to find peace.

Sunday morning, September 9, 1900—Sunday, did I say? O God is this thy day? Pity us, pity us, O merciful Father! Naught but desolation! The fitful clouds chase across the sky, even yet tossed by an angry wind. The first cry that reaches the ear tells us of destruction.

“St. John’s Methodist Church is down.”

“The First Baptist Church is a complete wreck.”

“Old Trinity is in ruins.”

Is it not enough? Will those cruel words never cease? Ruin! ruin!



TOTAL WRECK OF A NEGRO CHURCH

Twenty-second and Broadway

ruin! O my God! is this thy day, when thy people gather to praise thee? Have mercy, O God, have mercy!

Will you go with me as we slowly make our way over heaps of ruined homes, meeting at every corner men and women with anxious faces asking in a glance after some relative or friend, or telling in the quivering lip the sad story of a desolate home and absent loved one? We pass slowly to Broadway. On Avenue K and Thirty-fourth Street stand the awful ruins of a massive Catholic Church—ruin, ruin!

On Broadway we pause and turn our eyes westward. We see one block distant near Thirty-sixth Street the pretty little Broadway Memorial building so newly painted thrown off its piers, the roof torn, the sides twisted. May we go and look within? Yes, but the sight fills you with grief—wreck without, ruin within—the floors and carpeting covered with mud and slime as black as night. No worship here this

day. A messenger meets us, and with trembling voice tells us that a beloved family of this church has gone down, every member, in the dreadful waters of destruction.

We turn farther west and seek out the churches of this rapidly growing section. The Second Baptist Church has completely disappeared, carried off from its foundations and dashed into pieces many miles away. And then you lift your eyes and they seek in vain for the many happy homes of the people who loved to hear the sweet, old hymns wafted on the air that came so often from this little Second Baptist Church. All gone with the lives that found their shelter and comfort there.

And the West End Methodist lies prone upon the ground, its steeple which marked the call to the higher land destroyed—furniture, books of praise lying in one great confusion in the dreadful deposit of the waters.

The Third Baptist lifted like a feather and tossed has been carried many feet from its site, and the news breaks stunningly that the beloved pastor and his family will never again minister to this church and people, for they are numbered among the dead and no man knows their resting-place. Out into the night father, mother, child engulfed, and the torrent swiftly carries them into the remorseless maelstrom of destruction! Can we stand it? Pity us, O God—pity us!

And as we return we note that the same powers of destruction have seized the St. John's German Lutheran Church and twisted its wooden sides and broken its pretty windows and torn its roof. Naught has escaped these ravages of a night. But the homes of the people! Could not these have been spared? A barren waste and a mountain pile of broken timber answer us.

We wended our way slowly, so slowly and reverently, all trust, over the ruins of homes back to Broadway. On Thirty-sixth Street we are stopped and shown the wreck of a large frame church on Avenue I completely destroyed, clear to the ground it has fallen—the church home of the colored Baptists, the Mount Olive Baptist Church.

Eastward we go, more quickly now for Broadway is not so filled with obstructions. In the distance we see the tall spire of St. John's Methodist Church. Surely the report of its destruction cannot be true. Do we not see the unbroken spire?

On Avenue L to the right stands in its battlements of white stone Grace Episcopal. Its walls are there, but the besom of destruction, baffled in its attempt to lay it in ruins, must dash out its windows. A safe refuge for its rector and people during the night, it remains more precious for its wondrous preservation.

We have reached Twenty-seventh Street, and we look to the right

and left for the simple houses of worship of our colored brethren. To the right a brick church on Avenue L shows its broken walls. To the left a frame building razed to the ground tells the story of the powers which spared nothing.

We draw nearer, step by step, to St. John's. And now before it we stand. The spire does rise unbroken, but how can we describe the mass of beams and brick which lie tossed together? The work of fifty years' toil and sacrifice gone by one fell blow of wind and wave—many thousand dollars lie totally destroyed. Last Sabbath a worshipping people—this Sabbath a stunned, sorrowing multitude.

In majestic contrast to the ruins of this historic church stands the statue to the heroes of Texas Independence, and in its perfect symmetry and unshaken poise it speaks the genius of the heroes of Methodism which survives every storm and rises victorious over "the war of elements, the wreck of matter, and the crash of worlds."

We pass toward the city. Within speaking distance we view the ruins of two other historic structures. The First Baptist Church—the old and the new have fallen together. The old chapel fell an easy prey. The more modern building defies description. We can hardly believe such utter ruin possible. Sixty years of memories crowd upon us. We are glad that the hearts that once were stirred by the worship in these walls have been spared the sudden desolation.

Old Trinity! Of what stuff wast thou builded that thou hast stood so long? As if the south wall were a curtain suddenly rolled into space, Trinity's interior stands exposed, one side completely gone and yet on three other sides not one brick displaced. The altar, the symbolic windows, the tomb of Doctor Eaton, seem as full of lessons as before. Old Trinity has been condemned in the minds of many for there seemed to be cracks in her walls. Surely these were but the furrows which the ploughshare of time had drawn across her face.

We go from one church to another and everywhere are marks of the storm in varying degree. The First Presbyterian Church has lost a tower and the roof has been stripped in many places. The German Lutheran Church has much damage to interior furnishings, but the Old "Lyceum" is in perfect order, a shelter for the homeless and destitute. St. Paul's German Presbyterian Church is badly twisted and the home of the aged pastor, Dr. Henry Young, is in ruins. St. James Church has a torn roof and much interior damage. Wherever we go the same scenes await us.

But perhaps the most astounding loss is to the Christians of the colored race. Fourteen houses of worship—every colored church in the city has suffered complete ruin. Every frame structure has been leveled to the ground or carried away and destroyed.

The historic Broadway Baptist Church or St. Augustine Episcopal Church is totally ruined. The rector and his family were lost in their home near the gulf.

The two brick buildings, the historic sites of the first organizations, are completely ruined, with only a wall or two standing.

It is hard to conceive such disasters. We fear to gather the total. Of the Protestant churches in Galveston of both races, twenty-two buildings, five of them brick, have been totally destroyed, of the remainder twelve are more or less damaged. Two hundred thousand dollars worth of church property has been destroyed by the storm of the centuries in the city of Galveston.

It is, indeed, a sad condition which confronts us, and yet in no greater respect has the dauntless spirit manifested itself than in the despatch with which every pastor found some place to gather the torn congregations and once again to acknowledge their God and comfort the bereaved and suffering. The loss in members can never be ascertained. Including those who have left the city, perhaps one thousand would be a conservative estimate. This is a dreadful loss in a city of this population.

The days since the storm have been busy ones for every minister of the city. Several have served on relief committees, and in addition, have visited thousands of homes relieving distress. There are signs of hope for the reconstruction of many churches. The prominent churches are making temporary arrangements. The white Methodists of the city are occupying the Central Christian Church, which suffered very little damage. The several congregations have united and Rev. C. J. Oxley is pastor. Rev. W. D. Bradfield, the pastor of St. John's Church, is now traveling in order to raise funds for the construction of a Methodist church, either on the site of St. John's or in some central location. Rev. W. M. Harris and Rev. I. F. Creek, pastors of the First and Second Baptist churches, are away on a similar mission. Every denomination has made appeals to its brethren over the United States, and these appeals have not been fruitless.

We dare not yield to retrospection. It is the heritage of the past, which stirs within us to build again the churches of our city, beloved the more for her affliction. We are ready to make sacrifices for her, for we believe in her high destiny of usefulness and extensive importance. With delight we point to the intimations of that grandest of times when there shall be neither Jew nor Christian, Protestant nor Catholic, divided by narrow lines of sect or creed. The cordiality with which ministers of supposed opposing faiths have labored is like a ray from heaven's glory. The first Baptist Church worships in the Jewish Synagogue, and every church throws open its doors for homeless congregations. Thank

God. He speaks in these simple lessons of humanity's common brotherhood of sorrow.

To the Protestant brethren, nay to all Christians of every name, to every Christly soul of every race, class, or condition, we send this word of greeting. We love you, we are yours by ties of humanity, in the fellowship of suffering. We need you in the united sympathy of a common cause. Hear us in our simple story of an awful experience. Help us by words of cheer. Steady our trembling feet and calm our troubled minds, and the pride and glory of more glorious achievements shall be yours. And may the gracious Father endow us with an exalted motive, an unfailing purpose, a triumphant victory.

HENRY AUSTIN.

CATHOLIC CHURCHES

To the following account of the Catholic institutions, their value and losses and the heroic conduct of their inmates, written by Rev. Father James M. Kirwin, assisted by several priests, the editor can add nothing. It would be proper to say a word concerning Father Kirwin himself, but that word has been said eloquently by Mr. Walter B. Stephens, of the St. Louis *Globe-Democrat*, one of the foremost newspaper men of the day, and his story is appended to this section.

It may be added, however, that at the outbreak of the Spanish-American war, Galveston was the first community to raise a complete regiment, which was afterward mustered in as the First United States Volunteers, being accepted as one of the ten regiments selected through the South, and composed of men more or less acclimated to semi-tropical sections. Father Kirwin was the chaplain of the First or Galveston regiment. He is made of heroic stuff, a man of peace as becomes his calling, but a man of war when duty calls.

In all the distress of the storm and the work of relief no man in Galveston did more or did it more wisely.

His story of Catholic losses is rendered all the more interesting because so many Catholic institutions became asylums of refuge.

The fact that Father Kirwin contributes this article to a volume published in behalf of the public schools, America's greatest and wisest gift of government to the children of her citizens, is a proclamation that in Galveston there is no jealousy or sectarianism.

On the morning of September 8, 1900, the holdings of the Catholic Church in Galveston in realty and institutions would have been appraised at not less than a million dollars.

On the morning of September 9th the devastation and destruction of the institutions, and the consequent temporary depreciation in the value

of realty, would make an appraisement of half a million dollars excessive. This was the material effect of the storm from a Catholic standpoint.

We estimated our Catholic population at fifteen thousand, and the baptismal and matrimonial registers and parochial census books justify such an estimate. Not fewer than one thousand of our people were lost, including ten Sisters of the Incarnate Word, ninety orphans, and one priest, Rev. Thomas Keany, who made his home at the Galveston Cathedral, but perished in the hotel at Velasco. Nearly four thousand of our people were left homeless and destitute, and none escaped without some material loss.

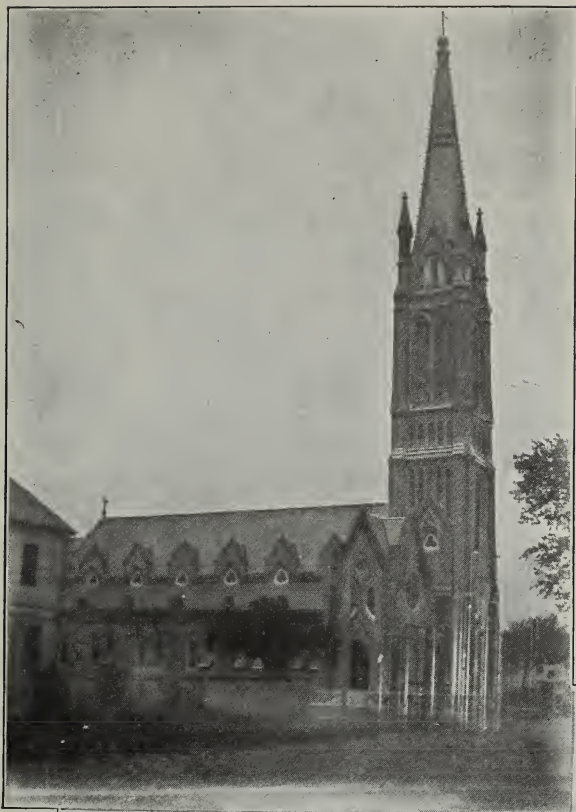
Since the storm more than a thousand have left the city to seek a livelihood in other cities and states. This was the vital effect of the storm, speaking from a Catholic standpoint.

To tell the stories of the various Catholic institutions in detail would be as impossible as to chronicle the wonderful, heroic actions of the entire city. We shall take the various institutions and try to compass the more important facts.

Let us commence with the cathedral, the mother church of the diocese of Galveston. This, the first and oldest church structure on the island, was practically completed in 1847 by Bishop Odin, and for fifty-three years its history has been the joys and sorrows, the growth and development, of the city. Many priests have ministered therein, and before its portals there rises a small marble shaft beneath which seven of the number sleep, victims of the yellow fever scourge of 1854 and 1869. From its portals have gone forth practically all the Catholic missionaries of Texas.

The cathedral and rectory occupy the north half block, between Twenty first and Twentieth Streets, facing Church Street. On the opposite side of the block is the cathedral school, a handsome structure erected in 1890, at a cost of \$35,000. Over the school-rooms is Cathedral Hall, known to every resident of the city, because many of the important church, civic, and social events of the past ten years have been enacted therein. The cathedral school was attended by three hundred children of the parish, and taught by seven Dominican Sisters. It was conducted as a free parochial school, and no charge was made for tuition.

Early in the afternoon of the 8th we began to feel the effects of the storm. The tin cornice work began to fly off the cathedral, and the air was filled with slate from church and school. High over the cathedral stands the statue of Mary, Star of the Sea, erected after the flood of 1875, as a protection against storms from sea. The immense tower began to sway with the increasing wind. The waters rose higher and higher, soon entering the lower apartments of the rectory, and we were compelled to seek refuge on the second floor.



In a few moments the janitor announced that the roof of the school had broken and a large section of the east wing had fallen in. Crowds began to congregate in the church, and we feared that the tower surmounted by the immense statue of Our Lady would topple over and entail a great loss of life.

Down the street a fine horse rushed in the surging waters, and in front of the rectory an immense



Top illustration represents St. Patrick's Church before storm—said to have had the highest steeple of any church in the South. Lower illustration shows the wreck of steeple and church

beam from the building opposite caught the poor animal and ended his career.

Fiercer the wind grew, and the creaking of the framework of the tower and the prayers of the people congregated in the church mingled with its almost deafening roar. The sexton rang the Angelus, and it sounded not like a salutation of praise, but a warning knell of death and desolation. Out from its iron bands and clasps the immense two-ton bell was torn, but fortunately landed on the flooring of the tower. The iron crosses topping the front towers were wrung from their fastenings and carried into the street below. The immense tower yielded to the fierce onslaught of the wind and the retaining wall above gave way.

The destruction of the church and rectory seemed imminent. The bishop informed the clergy and household congregated in the upper rooms of the rectory to "prepare for death."

Then the wind veered to the southeast and the slate from the school roof began to cut through the windows of the rectory. The hours of suspense and almost agony of death!

Then the wind and water began to decrease, and we little suspected the message of death and desolation it had borne on its wings.

The Sunday morning dawned with leaden, lowering skies. The sun broke from behind the clouds and we saw that Mary, Star of the Sea, had remained on high to continue her protection, while out through the south and southwest ends of the parish she was being invoked as the Mother of Sorrows to comfort the sore distressed. Everywhere I was greeted with, "Father, is the statue on the cathedral tower standing?" and when answered "Yes," the response rang out from Catholic hearts, "Thank God!" And I believe the first note of confidence in the future greater Galveston was echoed in those fervent "Thank God" responses.

The church rectory and school suffered comparatively but little damage. Six thousand dollars will repair the damage.

ST. PATRICK'S CHURCH

"If thou wouldst view 'St. Patrick's' aright,
Go visit it by the pale moonlight;
When the broken arches are black in night,
And each shafted oriel glimmers white;
When the cold light's uncertain shower
Streams on the ruin'd central tower;
When buttress and buttress alternately,
Seem framed of ebon and of ivory;
Then go—but go alone the while—
Then view 'St. Patrick's' ruin'd pile;
And, home returning, soothly swear,
Was never scene so sad and fair!"

SCOTT, Lay of the Last Minstrel.

In the west end of Galveston the greatest individual wreck which speaks to the astonished survivors and bewildered sight-seekers of the appalling disaster of the fatal night of September 8th, is the ruin of St. Patrick's church.

No brush can ever paint, nor pen describe that "scene so sad and fair," or rather sad and desolate. But to obtain a faint idea of the extent of the destruction, the following data will be helpful.

The erection of this magnificent pile of Celto-Gothic architecture was commenced in the early seventies by Very Rev. Lawrence Canon



RUINS OF ST. PATRICK'S CHURCH

Glynn. Though never fully completed, its naked walls showed that, had the designs of the architect been carried out, it would have been, in very truth, a thing of beauty, a fit abode for the dwelling-place of The Most High. The ceiling of grained woodwork was a marvel of handicraft, and pronounced unsurpassed in its kind by connoisseurs who had traveled through many a land and viewed many a stately pile. Its graceful, lofty spire, surmounted by a Celtic cross inlaid with gold, and reaching an eminence of two hundred and twenty feet, had been completed about twelve months ago. This was by far the highest structure in Galveston, and was the first object to welcome the approaching traveler to our island home, and the last to bid adieu to the departing

visitor. The tower was beautified on the inside by one large magnificent stained-glass window of Gothic design, while two large oval windows, also of figured stained glass, lent enchantment to the view on each side.

The sanctuary was also beautified by nine windows in figured stained glass of different sizes, designs, and representations, while ten stained-glass windows, all of shamrock design, adorned the nave.

Up to the present time the work had cost about \$65,000, and nearly all that now is a mass of ruins. The merciless wind in a few hours undid the work of almost thirty years. In toil and patience, through good report and evil report, in weal and woe, the faithful of the parish, not only those of to-day, but their fathers and grandfathers, had been struggling to build up a sacred edifice which was dear to them as the apple of their eye. They watched its growth and progress with as much anxiety and interest as a fond parent watches over a beloved child. Now they may sit on its broken pillars and crumbled walls and, with good reason, cry out with the weeping prophet of Jerusalem, "Come and see if there be any sorrow like unto my sorrow." About 2 P. M. on that fatal Saturday one of the large iron-bound windows was dashed to pieces. The cross on its lofty eminence began to sway and bend, and so it continued for several hours, warning all who might approach, that it was rashness to seek shelter from that storm in St. Patrick's Church. Besides, the slates from the roof were flying more thickly than hail, more deadly than Mauser bullets. For this reason, few people could reach our residence for shelter. Four colored people reached it early, some wading and some swimming, and all in the house were saved, the house itself being only slightly damaged. Some of the colored people, on their departure, played the usual negro tricks. Unfortunately, some person or persons had the temerity to remain in the church, for the stench of their decomposing bodies was easily discernible a few days later, although they have not yet (October 6) been recovered from the debris.

About 6:30 P.M. the steel-lined tower, which had rocked and swayed and battled with the breeze for hours, gave way and came down with a crash on the street, breaking down in its fall a section of the roof. Yet so great was the violence and roaring of the wind that this mighty mass of brick and lumber and sheathing and tiles, falling from a height of two hundred and twenty feet, was not heard by those in the immediate vicinity. The roof once broken in, it took the wind but little time to complete the work of destruction. There was none to watch its fall, for all in the neighborhood were too busy praying for safety and mercy, or trembling for their lives. All that now remains of any value are four small stained-glass windows out of the twenty-two, two altars, and a few statues, in fact, all the statues in the church, although from their position

it seemed impossible that they could escape being ruined. Walls, roof, ceiling, windows, columns, tower, bell, pews, pipe-organ, and oil-paintings, are now "in one vast burial blent."

The Holy Sacrifice is now offered at one of the altars still remaining, with the blue sky for a canopy, the rays of a semi-tropical sun beating



WRECK OF JESUIT CHURCH

Several marble statues in this wreck were uninjured

down upon the worshipers, and the winds of heaven whistling around the altar. It may be sadly picturesque, but the sadness far outweighs the picturesqueness.

SACRED HEART CHURCH

To the east of the cathedral was the parish of the Sacred Heart, in charge of the Jesuit Fathers of the Province of New Orleans. Their magnificent church, fast nearing ornamental completion, was undoubtedly the finest church building in the city. Fourteen imported Munich stained-glass windows had recently been put in place, and other ornamentation was being added.

The church, St. Mary's University adjoining, and the rooms of the

University Club, occupied the entire block lying between Thirteenth and Fourteenth Streets, Broadway and Sealy Avenue.

The story of the storm is told by the *Galveston News* in the following article:

"The Sacred Heart Church and St. Mary's University, conducted by the Jesuit Fathers, was a haven for over four hundred refugees during the fatal storm of September 8th. The headquarters for the Texas mission of the Jesuit Fathers occupied a whole block of ground, extending from Thirteenth to Fourteenth Streets and from Sealy Avenue to Broadway. The large brick church stands, or rather stood, on the northwest corner of Thirteenth Street and Broadway, extending almost the full length of the block to Sealy Avenue. The three-story brick building, with a new wing but recently completed, and used as the University building and sleeping apartments for the community, occupied the full length of Sealy Avenue from Thirteenth to Fourteenth Streets. The western boundary line of the block was occupied by a long one-story frame structure devoted to the use of the University Club. The south side of the block on Broadway was open and the courtyard in the center was used as a recreation ground for the family of priests and the University students. The church is a complete wreck, the University building with the exception of the new western addition is badly damaged, and the club-house is out in the street and its interior furniture and decorations are ruined. A mountain of débris and wreckage of many homes is piled twelve feet high on three sides of the church and the whole property is in a very dilapidated condition.

"Wreck and ruin on every side, and yet within the walls of the University building twenty families have been provided with living quarters and fifty maimed and wounded refugees are being nursed back to life in the emergency hospital established therein.

"But this does not tell the story of that most eventful and fateful night when over four hundred storm-driven souls made their way, were carried and even hurled through the air to this shelter, where a small band of heroes gathered them together and bade them welcome. As the storm increased in fury and section after section of the church and the University building succumbed to the terrible onslaught of wind and water the terror-stricken refugees were piloted from place to place and not a soul was lost or even injured.

"If the ruins of the sacred edifice imprisoned any victims of the storm, and there is a feeling of great apprehension that they did, there is yet no way of knowing. It will take at least a week of hard work to clear the wreckage of brick and timber piled twenty feet high in the center of the ruins of the church. Until this débris is removed it will not be known whether any unfortunates perished in the church or not.

"Ten bodies have been recovered from the mountain of wreckage which surrounds the church, packed like a concrete mound. All that thickly populated section of the city lying east and south of the church bowed to the terrible greed of the warring elements before the church fell a victim. The wreckage of these hundreds of homes was hurled with mighty force against the east and south walls of the church. This raft of stone, brick, and timber, driven like a thunderbolt on the mad sea, acted as a battering-ram to crush the house of prayer. That there



ST. MARY'S INFIRMARY BEFORE STORM

Conducted by Sisters of Charity

are more dead beneath this storm monument no one doubts. How many poor souls went to their death at the portals of the House of God is a question which cannot be answered just now.

"A small portion of the side walls stands intact, the two towers on either side of the façade also remain, and the semi-circle wall behind the altar withstood the storm. The altar, which was stripped of its vestments and all movable statuary, etc., is badly damaged. The west tower, which was used as the belfry, remains uninjured. The bell, which, rocked by the hurricane, tolled out the death-knell of the victims who were killed beneath it, escaped the fury of the storm. Of the many costly stained-glass memorial windows but one escaped the storm's

vengeance. This is the window dedicated to the memory of St. Peter Claver, the order's patron saint, whose feast day the Catholic Church observed on September 9, the day following the storm. This beautiful window, presenting a life-size portrait of the saint in colored glass, stands in sacred picturesqueness amid the ruins. To the right of the altar on the ruins of the semi-circular wall a handsome life-size oil-painting, representing 'The First Vow of St. Ignatius,' rises above the scene of devastation. This section of the wall withstood the elements and the plastered painting suffered not a scratch.

"There were twenty priests, scholastics, and brothers in the community, and they were equal to the emergency. Some of them were stationed in the church to bring the refugees into the University building, others were stationed at places of vantage along the halls and at the doors of the buildings to render succor to the storm-afflicted, while other members of the religious family went about among the rescued, nursing the wounded and consoling the terror-stricken and homeless unfortunates. With the crashing of the walls, as the storm claimed the church and part of the community building, piece by piece, a panic seemed imminent. It was then that the Fathers had to exercise almost superhuman efforts to quiet the good people. The community rooms were placed at the service of the women and children, and the private apartments of the Fathers were converted into hospital wards for the injured.

"One of the most deplorable features of this haven of refuge was the scarcity of water. The supply in the ice coolers was soon exhausted and there was no fresh water to be had. The sick and wounded were given the first attention, and the supply was not enough to even satisfy the patients. But there was no complaint, no murmuring. All were thankful for their kind deliverance from a tragic death, and with truly Christian spirit and sweet patience they suffered in silence.

"That the community of the Jesuits was a self-sacrificing band no one will doubt when it is known that for twenty-four hours not a morsel of food passed its lips. For the small amount of foodstuff that was saved in the store-rooms there were many hungry women and children and two score of mangled and wounded wretches, who needed nourishment more, perhaps, than medicine. The rations were distributed sparingly that the refugees might each have some, but the supply was not adequate to the demand. The morning after the storm many of the unfortunates left the place to search for their homes or relatives, but there were many who had lost all, and being without a place to go, they were bidden to stay at the institution.

"The Fathers are still working night and day, caring for the unfortunates who came to them for shelter. Some of the priests have

rigged up cots in wrecked corners of the building, others sleep on the roofs of the buildings when exhausted, while their brothers in faith keep watch over the premises, directing the feeding of the people and looking after the wants of the hospital.

"In addition to the hospital established on the second floor of the new addition, where a large number of the injured are receiving the best attention possible, a dispensary was established in the building, as well as a commissary office, where food and medicine are dispensed to the indigent sick and crippled in that part of the city.

"Photographers are hourly taking views of the ruins. However, there is a picture about the *débris* which demands a sketch to itself. The Sacred Heart Church before the storm had in the right aisle, near



REAR VIEW OF ST. MARY'S INFIRMARY

Where five hundred or more sought refuge; severely damaged by storm

the altar erected to the Mother of Christ, a large crucifix affixed to a pillar. Now all the sides of this church are demolished save where this pillar with the crucifix stands and the crucifix untouched. It is a sight not to be forgotten to see the image of the Man of Sorrows looking down upon the ruin everywhere.

"Whether the University will be restored is a matter not yet decided upon. The prospects are not encouraging, so the Jesuit Fathers say. About fifty per cent of their parish has been wiped out by the storm, and every member of the congregation has suffered from the ravages of the wind and water. There are no funds with which to restore the church and the other buildings, and the outlook in this respect is very gloomy, to say the least. The University was an old institution, but it has suffered untold loss, and its re-establishment is doubtful under the circumstances."

DOMINICAN CONVENT

On Market Street between Fifteenth and Sixteenth, at the Dominican Academy and Monastery, occupying three-fourths of the block, more than fifty sisters and thirty children, boarders of the academy, were

congregated. The east end of the structure was demolished. The windows to the north gave way and exposed the chapel to the fury of the storm. The following incident is deemed worthy of preservation. It was told by W. B. Stephens in the *Globe-Democrat*:

"The statue of the Sacred Heart stood in the chapel. The windows blew in and exposed it to the fury of the storm. It was not clamped to the altar. In front of it the sisters and their charge of children gathered. The mother superior was leading them in the singing of hymns. 'As long as the statue stands,' the mother said to them, 'we are safe.'

"The sisters tell me that those who were present remained almost motionless, their eyes riveted on the statue, and although the walls and windows were demolished the band of sisters and children, seventy in number, were uninjured."

The loss to the Dominican Sisters in school and convent was not less than \$10,000.

ST. MARY'S INFIRMARY

At the corner of Eighth and Market Streets stands the wrecked and ruined St. Mary's Infirmary. It was an ideal sanitarium, thoroughly equipped and furnished. To the east and south of it were hundreds of dwellings. All these have been demolished and swept away, and the Infirmary stands like an injured sentinel guarding the wreck. A *News* reporter visited the institution and endeavored to get the story of the storm, but the matter was so abundant and the heroic incidents so plentiful that he confessed: "It cannot be covered."

The loss of life was not so great as reported at first. The chapel, community apartments, and novitiate were destroyed, and the operating room in the new building demolished. The buildings left standing proved a haven of rescue to more than a thousand people, and on the Sunday morning after the storm, every room and corridor was so filled with almost naked, sorrowing refugees, that I could not push my way to the sisters. Hundreds of injured were being carried inside, and soldiers with bayonets were forcing a passageway.

The sisters estimate their damage at \$130,000. This was the mother house of the Sisters of the Incarnate Word, and on the Thursday following the storm I had the pleasure of assisting at the profession of twenty of their novices. These heroic women were enlisting as recruits under the banner of the Incarnate Word to supply the places of the ten sisters drowned at the orphanage. To obtain twenty-three bridal costumes, which the novice doffs just before assuming the habit, as the ceremonial requires, was most difficult, but Mother Mechtilde said it must be

done, and the ceremonial was carried out in every detail, and the sisters firmly believe that the proportion of twenty-three to ten indicates the growth and increase of the community in the future years.

ST. JOSEPH'S CHURCH

The property of the German Catholics of Galveston consisted of a frame church and school, occupying half a block at the corner of Twenty-second Street and Avenue K. The school was taught by the Sisters of Divine Providence, eight in number. The church was entirely destroyed and the convent and school badly damaged, entailing a loss of not less than \$15,000.



RUINS OF THE FAMOUS URSULINE CONVENT

A central figure in the most tragic chapter of the storm. The view shows the devastation of the beautiful gardens and grounds and private burial spot of the sisters. The beautiful fence even was blown away

HOLY ROSARY CHURCH AND INDUSTRIAL SCHOOL

This institution covered half a block at the corner of Rosenberg and Sealy Avenues, and consisted of a frame church, a large school building, and pastoral residence. The school was founded and conducted by Rev. Ph. L. Kellar, who has devoted his life to the conversion of the colored people. He had established a fine school, and seven colored Sisters of the Holy Family were recently placed in charge, supplanting the white Dominican Sisters, who had taught there for years. They were rapidly working their way into the hearts of the colored people, and Father Kellar has the reputation of being the most successful priestly worker among the negroes in the United States. The school, residence, and church were damaged to the extent of \$5,000.

THE URSULINE CONVENT

But a week before the storm I had returned from an extended trip through the United States and Canada, and nowhere did I find as architecturally beautiful and magnificently furnished a convent and boarding school as that of the Ursulines, the storm story of which was graphically told in the columns of the *News*:

"The Ursuline Convent and Academy, in charge of the Sisters of St. Angela proved a haven of refuge for nearly one thousand homeless and storm-driven unfortunates. The stories of this one night within the convent walls read like the wildest dream of a novelist, but the half can never be told. Every man, woman, and child that was brought to the convent, or drifted there on the raging torrent, could tell of an experience that would be well worth its publication. The convent, with its many associate buildings, cottages, etc., occupies four blocks of ground extending from Avenues N to O and Rosenberg Avenue to Twenty-seventh Street. The grounds are or rather were surrounded by a ten-foot brick wall that has withstood the severest storms in Galveston's history up to the destructive hurricane that swept the island last Saturday night. This wall is now a crumbled mass of brick, with the exception of a few small sections which stand like marking pillars to show where the property line should be.

"No one was refused admittance to the sheltering institution on this night of nights. Negroes and whites were taken in without question, and the asylum was thrown open to all who sought its protecting wings. Angels of mercy went through the army of sufferers whispering words of cheer, offering what scant clothing could be found in this house of charity, and calmly admonishing the terror-stricken creatures to have faith in God and pray that His holy will be done. In contrast with this quiet, saintly, and loving spirit of the nuns, the hundred or more negroes grew wild as the storm raged, and shouted and sang in true camp-meeting style until the nerves of the other refugees were shattered and a panic seemed imminent. It was then that Mother Superioress Joseph rang the chapel bell and caused a hush of the pandemonium. When quiet had been restored the mother addressed the negroes and told them that it was no time nor place for such scenes; that if they wanted to pray they should do so from their hearts, and that the Creator of all things would hear their offerings above the roar of the hurricane which raged with increased fury as she spoke to the awe-stricken assemblage. The negroes listened attentively, and when the saintly woman told them that all those who wished should be baptized or resign themselves to God, nearly every one of them asked that the sacrament be administered.

"The panic had been precipitated by the falling of the north wall of that section of the building in which the negroes had sought refuge. Order and silent prayer was brought about by this noble woman's sweet determination and great presence of mind.

"Families that had been separated by this merciless and devastating conflict of the elements were united by the cruel waters of the gulf tossing them into this haven of refuge. What scenes, what heart-bleeding pictures, these unions presented as the half dead, mangled, and

bruised wretches were rescued and dragged from the raging waters by the more fortunate members of their own family mourned as victims of the storm.

"The academy was to have opened for the fall session on Tuesday, and forty-two boarding scholars from all parts of the state had arrived at the convent preparatory to resuming their studies on that day. The community of nuns comprises forty sisters, and they, too, were there administering cheer and deeds of mercy to the sufferers, many of whom were more dead than alive when brought into the shelter. Early in the storm when people dragged themselves or swam to the convent and asked



BEFORE STORM—CATHEDRAL HALL SCHOOL

Very little damaged by storm. Used after storm as a medical dispensary

for protection an attempt was made to keep a register of the unfortunates. Their register reached nearly a hundred names, and then the storm-driven humans began to arrive at the shelter in crowds of twenty and thirty. They were taken in through the windows, some were dragged through five feet of water into the basement, which long since had been abandoned on account of the invasion of the gulf; others were rescued by ropes from treetops and snatched from roofs and other wreckage as it was hurled in the maddening torrents through the convent yards.

"Within this religious home and in cells of the nuns four babies came into this world. Four mothers who had braved the treacherous elements and were snatched from the jaws of tragic death lay on cots in nuns' cells, and four little innocents came into this world of sorrow when the world looked the blackest. Truly it could not be said that the quartette

of precious ones first saw the light of day in the cell of a nun on this eventful night. It was the darkest and most terrible night in the lives of their mothers, and yet the mingled sadness and joy attending the birth of these angels was beyond the power of man to describe.

"Mother Joseph, in speaking of the incidents of the night within the convent walls, said she believed it was the first time in the history of the world that a babe had been born in a nun's cell in a convent. And the christening, for no one expected to live to see the light of day, and it was voted that these jewels should not leave the world they had just entered without baptism. Regardless of the religious belief of the parents, a house dedicated to God and charity had afforded shelter to the storm-victim mothers, and they felt in their hearts that the good sisters should administer the baptismal, which is administered in time of great danger, the presence of clergymen not being required.

"The names of the mothers and children could not be learned by the reporter who visited the institution, with the exception of Mrs. William Henry Heideman, who was one of the mothers, and whose new-born babe was christened William Henry. The experiences of this mother, if they could be reduced to words, would read like the wildest fiction. Only a chapter was learned by the reporter, as told by Mother Joseph. Mrs. Heideman was thrown on the mercies of the storm when her home went down and was swept away. The family had been separated when they started to abandon their home to the greed of the battling storm. When Mrs. Heideman was carried away on the roof of a wrecked cottage she lost all trace of the other members of the family, but never lost faith and courage. The roof struck some obstruction, and the next instant Mrs. Heideman was hurled from her improvised raft and landed in a trunk which was rocking on the surging waters. Cramped up in the trunk the poor woman, suffering the agonies of accouchement, was protected to a limited extent and was afforded some warmth. On went the trunk, tossed high on the treacherous sea, bumping against driftwood, until the crude bark was hurled against the Ursuline convent walls and was hauled into the building.

"The little babe was born a few hours later, and while the good sisters and some of the women in the building were attending to the mother and child another chapter in this family history was being enacted just without the convent walls. In a tree in the convent yard a young man, a brother of Mrs. Heideman, battled with the wind and destructive waters, while clinging fast to a limb of the tree which swayed and bowed to the mighty wind. He knew not where he was. He could barely discern the outlines of the academy building, but he did not know that it was a haven where shelter awaited him. While combating with his chances of life or death he heard the plaintive cry of a child near by. Reaching out

with one hand he caught the dress of a little tot, who, childlike, cried out: 'Me simming!' The child had run the mill-race buoyed by the force of the storm and had not had time to realize his peril. The young man in the tree was Mrs. Heideman's brother, and the child which Providence had sent to him on the waves was Mrs. Heideman's little son. A few minutes afterward a rescuing party sent out from the convent in response to cries for help found the young man and his nephew and brought them to the sheltering institution. The reunion of at least a part of the family followed a few minutes later. It was a scene which



BEFORE STORM—OLDEST COLLEGE IN GALVESTON—ST. MARY'S

Slightly damaged by storm. Used as hospital after the storm

can best be described by drawing the curtain around the little group in the nun's cell.

"Another family reunion which ranked among the thousand or more pitying sights presented under the dim lights of blessed candles in the edifice was the meeting of Mr. and Mrs. James Irwin, who were swept from their home at Twenty-fourth Street and Avenue P $\frac{1}{2}$, each having mourned the other as lost. When Mr. Irwin was rescued and brought in out of the storm he carried about his benumbed body only an old corn sack, which one of the male workmen of the convent had charitably provided. The only dry garment to be found in the house of the Sisters of Charity at that time was a nun's garb. It was not a time for jest or humor with tragedies on every side, and when he donned this religious garb there was none in that vast assemblage of unfortunates who even cast a smile. During the long hours of that night of horrors Mr. Irwin went about the building rendering valuable assistance to his fellow-men,

and in his heart offering a prayer of thanksgiving to the blessed heart who had clothed him in his hour of distress. Mr. Irwin left the institution garbed as a Sister of Charity.

"These were only a few of the touching incidents that marked the passing of the night where nearly a thousand souls successfully battled with the devastating elements that wrecked the main buildings and destroyed a large number of other structures within the inclosure of the Ursuline convent property.

"The sisters request parents of the pupils, who are here from all parts of the state, to send for their children. Mother Superioress says their loss of property is irreparable, and the damage to the institution incalculable.

"It was at the convent that Dr. Judson B. Palmer, general secretary of the Young Men's Christian Association, found a haven of refuge, more dead than alive. His home, on Avenue P $\frac{1}{2}$, between Twenty-third and Twenty-fourth Streets, containing seventeen people, had gone down, and as it developed all but three lost their lives. Dr. Palmer was carried in on drift to the convent and was hauled through a window or door. He was badly hurt and now lies at the home of a friend, having lost his wife and only child, little Lee.

"It was at the convent that Mr. and Mrs. Youens, on Avenue P $\frac{1}{2}$, between Twenty-fourth and Twenty-fifth Streets, were rescued. Mr. Youens says the water was twenty-three feet deep at his place, measurement being taken by the length of his porch columns. When their house went they found a temporary haven on drift and were swept toward the convent, but en route Mr. Youens' grown daughter, Lily, and his little boy, Henry George, lost their hold and perished."

The Mother Superioress of the Ursuline estimates their loss at \$75,000.

ST. MARY'S ORPHANAGE

Last but not least of the Catholic institutions, was St. Mary's Orphanage, located on the beach three miles west of the city. It was managed by the Sisters of the Incarnate Word, ten in number. Ninety-three orphans were in the institution.

There are three orphan boys remaining to tell of the awful scenes attending the storm in which one hundred and one persons perished. The story as told by one of them is as follows: In the afternoon when the storm began to rage furiously, the sisters with all the orphan boys and girls went to the chapel on the first floor of the main building, which was the orphanage for the girls. They remained there in prayer until driven out by the rapidly rising water. Then they went to the dormitory on the

second floor, one of the sisters carrying the ciborium with the Blessed Sacrament, there being no resident chaplain at the house. They saw the boys' building going to pieces and were in the dormitory of the girls' building about an hour when the roof fell in. The next thing the three boys knew was that they were no longer in the building, but how they got out they could not tell. They were in the water but a short time when they managed to get hold of a large tree that had a number of ropes attached, and was swimming around in the water. On this they remained for almost two days when they were rescued, after drifting about on the gulf and being brought back to the island by the waves. On reaching land they were taken to the Bishop's residence by a doctor. They could not say what happened to the other occupants of the house. One of the boys was rather weakly and in great danger of falling off the tree and perishing, when the other two managed to tie him firmly to it, and thus saved his life.

One of the sisters, Sister Elizabeth, was at the market in the morning when the storm began and a workman was dispatched to get her. The water was rising so rapidly that she had to go home on horseback, only to meet the same fate as the other sisters. Not a vestige of the two buildings or vegetation was left. The remains of Sisters Raphael and Genevieve were found and identified at Texas City; six other sisters elsewhere. Ninety bodies were recovered near the orphanage. One of the sisters was found with nine of the smaller orphans tied to her body with her cincture; another sister had one in each arm when found. As the day of the storm was the feast of Our Lady's Nativity, the sisters had all received Holy Communion that morning from the hands of one of the Fathers who attended the orphanage.

I do not believe that a more pathetically heroic action will be recorded than that of those sisters. Realizing that death was imminent their last thought was of their orphan charges. The mother superior, Sister Camillus, dispatched the workman, Henry, to the girls' building for the clothes lines. He was deputed to care for the five infants, and then the sisters tied the children together and fastened them to their cinctures. The burial parties have found them on the island and mainland, but invariably the sisters were accompanied even in death by their little bands of eight. High on the rolls of the world's heroines and the list of Christian martyrs let these names be recorded:

Sister Camillus, Superioress, Sister Mary Vincent, Sister Mary Elizabeth, Sister Raphael, Sister Catherine, Sister Genevieve, Sister Felicitus, Sister Mary Finbar, Sister Evangelist, Sister Benignus.

The cities of the dead did not escape the dread havoc. The sexton in charge of the new Calvary cemetery, his wife, family, and assistants,

were all lost, while the vaults, tombstones, roads, walks, and trees, were all destroyed.

The Bishop estimates the damage in both Catholic cemeteries at \$10,000. This does not include the losses of private lot owners.

JAMES M. KIRWIN.

FATHER KIRWIN'S STORY

Following is Mr. Stephens' narrative in the *Globe-Democrat*, to which reference is made in the introduction to this section:

GALVESTON, TEX., September 19.—“Part of which I was and all of which I saw,” might well apply to Father Kirwin's story of the storm. The tall, pleasant-faced priest of the Galveston Cathedral told in a calm, measured way of thrilling experiences through which he passed, and of awful sights which came under his observation.

Of the half-dozen churches in Galveston the cathedral sustained the least damage. High up, visible from a considerable distance, the statue of the Virgin still stands. But the bell was blown from its fastenings and tumbled down on the floor of the tower. The statue of the Virgin was placed in its position soon after the great storm of 1875, and the act was prompted by that visitation. The massive bell hung in an open tower. It was not lifted out of open sockets, but was torn from strong fastenings. Looking from the windows of the parochial residence Father Kirwin saw evidences of the terrific force. The air was full of flying debris of every description. A frantic horse, he says, came dashing down the street. As the animal reached the front of the residence a heavy timber struck him, and he went down. As the storm grew more furious, the inmates of the house believed the end was near for them. Bishop Gallagher turned to Father Kirwin and indicating the several assistants, said: “Prepare these priests for death.”

“We knew little of what had happened,” Father Kirwin said, “except in our immediate vicinity. Very early in the morning my assistants and I started out to go through the parish to see what we could do. The cathedral parish extends across the city. We had not gone far before the general destruction began to impress us. When I got back to the house from a hasty round I told the Bishop I thought that at least five hundred persons must have perished. I had not seen the beach side of the city or the western section. Going down to the wharf where several of our people were taking a boat to cross the bay for the purpose of giving to the world information, I said to one of them: ‘Don't exaggerate; it is better that we underestimate the loss of life than that we put the figures too high, and find it necessary to reduce them hereafter. If I was in your place I don't believe I would estimate the loss of life at more than five hundred.’”

"You will see from this how little we realized on Sunday morning of what had occurred. Now, after having seen every part of the city, and after having had to do with the collection of the bodies, I am convinced that over five thousand perished, and will not be surprised if the number reaches seven thousand."

"Only after I had made an extended examination of the city, continuing until late Sunday, did I begin to appreciate what had really happened to us," Father Kirwin went on. "As I was coming back down town I met Mr. Morrissey. 'Father,' he said to me, 'we'll never be able to gather and bury all of these people. There is only one thing to do, and that is to put them on barges, take them out to sea and sink them in the gulf.' It was decided that this course should be pursued. Bodies were collected from the streets and from places where they were partially uncovered. Some of our best men took the lead in this, to set the example. They went right out and helped pick up the bodies. But hard as we worked, the more there seemed to be. It soon became so that men could not handle those bodies without stimulants. I am a strong temperance man. I pledge the children to total abstinence at communion; but I went to the men who were handling those bodies, and I gave them whisky. It had to be done. Monday night came. The barges were loaded. Out on the wharves and up the street were the floats still loaded. I heard one of the men in charge say, 'My God! Don't bring any more.' Those who had been working all day were in no condition to continue. An armed guard brought up fifty negroes. The latter were driven on the barges, and the guard went with them. The barges were taken out into the gulf and remained there all night until it was light enough for the negroes to fasten the weights and throw the bodies overboard. When the barges returned those negroes were ashen in color."

All of the Catholic institutions of the city suffered, but utter annihilation overtook the Catholic orphan asylum.

"I have been out to where the asylum stood," Father Kirwin said, "and have tried to find traces of it. There is absolutely nothing, unless it be a few scattered bricks. The asylum was not far from the beach. It was in that part of the city which was swept clean. The structure was large and strongly built. We have been able to find scarcely any part of it. At a distance of two miles down the island the other day I came upon the contribution box, which was in the parlor of the asylum. There was still upon it the inscription, 'Remember the Orphans.'

"Ten sisters were in the asylum. One of the community survived. She had gone down the island in a wagon and found refuge in a family. The others were lost. All of the children perished with the exception

of three little boys, who crawled through a transom, climbed upon some floating material, and drifted to a place of safety. The orphans numbered about one hundred. Yes, the story is true that we found the body of one of the sisters with several of the children fastened tightly to her. She had evidently tied the children together and to herself, intending to save them or go down with them if the asylum went to pieces. Only three of the sisters lost have been found and buried.

"I had the very strange experience a day or two ago," Father Kirwin said, after a pause and with a deepening of tone. "A negro came to me. He drew out of his pocket the rosary and cross of one of the sisters. He began to cry. 'Father,' he said, 'I found her. I took this from her body and I buried her. I have got the grave marked, and I will take you to it.'

"One of the sisters, it is supposed, was carried across the island and then across the bay. We have the report from Virginia Point of the burial there of some one in the garb of a sister. The asylum was conducted by the Sisters of the Sacred Word."

Father Kirwin was asked to tell of two or three of the most marvelous escapes which had come to his knowledge and in which he placed credence.

"Well," said he, "there is the case of Ben Meyer, the butcher. Meyer was carried out to sea on Saturday. At ten o'clock Monday morning he was met down the island walking back to town. Saturday night and Sunday he had drifted about in the gulf."

"Ayers, of the custom-house, had a very strange experience," the father continued. "When the house he was in became unsafe he took to a door. He was floating in the darkness when he came upon two children clinging to boards. He pulled the children to him and then discovered that the door would not carry them and him. He managed, by swimming and pushing, to get the door against the side of a stable. Above him was an opening into the hay mow. Ayers succeeded in boosting the two children into the mow. He clung to his door until the water went down, and toward morning made his way into the city, forgetting all about those children. The next day, recalling the incidents of the night, he remembered why he had pushed up beside the stable and why he remained there until the water went down. He returned to the stable and found the children. Not until then did he learn that they were his sister's little ones."

Father Kirwin tells some curious facts about the effects of the storm upon the churches. St. Patrick's had a tower two hundred and ten feet high, erected at a cost of many thousands of dollars, and only recently completed. This tower fell so that it lay across the middle of the church, cutting roof and side walls to the ground. The altar, however,

was scarcely disturbed, and there every morning since the storm the priest of the parish has held service.

"The Ursuline Convent," Father Kirwin said, "was one of the most beautiful structures in the country. The interior adornment was very fine. A school was conducted there and quite a large number of the girls had arrived. The fall term opened a few days before the storm. Sixty sisters and the pupils were in the building, which stood in large grounds surrounded by a massive wall eight or ten feet high. This wall was leveled almost its entire length. Masses of the ruins of houses were washed into the yard, carrying people who had been in their homes when they collapsed. As cries for help were heard the doors of the convent were opened at the risk of those inside, and people were dragged in from the storm. In more than one case persons rescued recognized the voices of relatives on the outside as they were borne on the floating ruins to the front of the convent. A woman said as a shout was heard, 'That's Jim's voice,' and so it proved to be. When the man was pulled from his raft and into the convent he was recognized as the woman's husband. The Ursuline Sisters moved the girls from one part of the building to another. At times they led the girls in singing to keep them composed. Along one side of the convent yard the ruins of houses and household contents are piled up thirty feet high. This great mass has not yet been overhauled for bodies."

One of these strange experiences was at the Sacred Heart Convent. The building sustained serious damage, but the community within was spared.

"A statue of the Sacred Heart," Father Kirwin said, "stood in the chapel. It remained in place throughout the storm. In front of it the sisters and the children gathered. 'As long as the statue stands,' the mother said to them, 'we are safe.' The sisters tell me that those who were present remained motionless and silent, with their eyes riveted on the statue, while the storm raged. Although the walls were partially demolished not one of those worshipers was hurt."

Father Kirwin has seen all of the church and other Catholic buildings. He puts the cost of repair and reconstruction at \$350,000.

Father Kirwin saw some conditions which give vivid impressions of the destruction of human life.

"In the western part of the city," he said, "there is a place where a small railroad bridge crosses a bayou. When the waters went down, forty-three bodies were left hanging upon the framework of that bridge. They were in the strangest positions and presented a spectacle which was horrifying.

"There is a place in the western portion called Heard's Lane. A citizen named Heard built a dike and set out on the raised ground salt cedars. In those trees lodged over one hundred bodies. The horror of such spectacles was increased by the fact that all of the bodies were stripped of clothing. I know of but one body being found which was not naked. That was a fireman. I do not think that we have found nearly all of the dead. My belief is that as the great masses of ruins are cleared we shall discover many more. In our parishes we are now at work trying to make up an accurate list of the dead. My belief is that not fewer than one thousand members of Catholic families died."

"The people," Father Kirwin said, "do not realize the losses of relatives. They are still stunned. A curious instance came under my notice. Working for me near one of the institutions during the early search for bodies was a man whose manner did not indicate that he was suffering deep grief. But I saw that every time a body was found this man dropped his tools, went to the place, got down by the remains and examined the mouth. After he had satisfied himself he returned to his work, took up his tools and proceeded as if nothing had happened. I inquired about it. The man had lost his wife. He knew the structural form of her teeth, and he was trying to find her. But he did not show grief in any of the usual forms. You will hear people talk without emotion of the loss of those nearest to them. We are in that condition that we cannot feel."

W. B. S.

THE JEWISH COMMUNITY

Sunday morning after the storm, among those most active in the work of succor was a small man of wiry frame and scholarly stoop, loving eye, and quick action. He had long been a familiar figure in social and intellectual life, more familiar in Jewish circles, most familiar wherever suffering showed or distress was uncovered. It was Rev. Henry Cohen, D.D., rabbi of the Hebrew congregation of B'nai Israel. His own residence was seriously wrecked, but he thought not of that. His temple was damaged some three thousand dollars, but he paused there only long enough to throw open the doors to the Christian congregations whose houses of worship had been destroyed.

In the mass-meeting Sunday afternoon he was called to the public work and assigned to hospital service. From that day to this, as member of the Central Relief Committee, as rabbi of his flock, as brother to all, he has been tireless and invaluable.

As scholar, writer, and preacher Doctor Cohen ranks with the highest of his race in this period. As a man and citizen of Galveston he enjoys the love and respect of the entire people. In the midst of pressing duties

he found time to write the following account of the Jewish community:

“Wherever Israelites congregate, there is a flourishing communal life; for the Jew is nothing if not a social being. The exigencies of his existence for the last two thousand years have made him affiliate with others of his race, not only for social purposes, but also for divine worship, mental improvement, and the exercise of charity in its broadest sense. Peculiarly adaptive to his environment, he is imbued with a love of country second to none among any people, and in conformity with this, all his organizations and institutions turn toward the betterment



BEFORE STORM—JEWISH SYNAGOGUE
Slightly damaged by storm

of his surroundings and the spreading of morality, culture, and general good citizenship.

“These latter aims have not been lost sight of in the making of the Galveston Jewish community. In exemplification of the virtue of filial piety and domestic felicity which is proverbial among Israelites, in 1852 the Jewish settlers in this city organized a cemetery association, and received through the kindness of the late Isidore Dyer a plat of ground wherein to bury their dead. This was the beginning of Jewish communal life in Galveston. Subsequently, in 1856, services were held at the residence of private Jewish citizens, and in 1869 Congregation B’nai Israel was established.

“In the interim, that is to say, in the year 1866, an association known as the Hebrew Benevolent Society of Galveston, Texas, was organized and chartered. This institution undertook to disburse charity and to manage all affairs connected with the cemetery and with such burying-

places as should thereafter be established; for by that time the community had increased in numbers, and the original burying-ground was filled.

"In 1867 a plat of ground 200 by 260 feet opposite the old cemetery was purchased. At the present time of writing this is also apportioned for members and their families, so that another cemetery, situated two miles in a westerly direction, has been bought.

"The Hebrew Benevolent Society prides itself in the care taken of its cemeteries, and it has made these quiet 'havens of rest' among the most beautiful in the city.

"While there is virtue in caring for the dead, there is yet a greater duty in ameliorating the condition of the living, and this is the prime purpose for which the organization was established. It may be well at this point to quote from the preamble of the institution:

" 'PREAMBLE

" 'GALVESTON, April 8, 1866.

" 'The Israelitish community of this city, deeply impressed with the necessity of establishing a "Hebrew Benevolent Society," for the amelioration of the sick and distressed, hereby pledge to each other their word and honor, to conform as far as in their power to every duty required of them, as prescribed in the following Constitution and By-Laws.

" 'Within the compass of humanity, there is nothing that touches more powerfully the heart of the true philanthropist than the destitute condition of the indigent. They present the strongest claim to the sympathies of the good and benevolent, and no charity, therefore, can be better applied than that which has for its object this amelioration.

" 'It would, however, be a supererogatory task to the religious obligations incumbent upon us, or to the duties and responsibilities that grow out of the inequalities of the social state, in order to prove more convincingly the sacredness of this cause, for, as long as the faith in the Holy One shall be our guide, teaching us that we are all the children of One Heavenly Father, shall animate our being, so long will the distressed enlist the unwavering solicitude of every good Israelite.

" 'But while we recognize and admire each individual effort to further our charitable object, the precarious nature of such private relief as may be afforded must be obvious to every reflecting mind.

" 'A union of forces is required. The isolated sacrifices of the individual may prove insufficient, while the united exertions of the many, founded on a permanent basis, will effect the desired end. It is seldom that the history of any organization, or society, strictly benevolent in its

object and purposes, possesses any interest, except to those connected with its origin.

“‘This, of itself, should emulate each and all of us as the pioneers of this good work, and when we have passed from earthly scenes, and slumber with our kindred dust, our names will be handed down to posterity as the fathers of a society purely charitable in its aim and intent.

“‘It is a duty we owe our merciful God, our children, and ourselves, to cherish this association, and it will be no boasting spirit, nor empty honor, to claim that we are the first in our “Lone Star State” that unfurled the banner of benevolence to the God of Israel.

“‘Aside from this, we all must observe the rapid increase of our population of the Jewish faith, and too often fatal acclimating ordeal, through which so many must pass; and it will be apparent to you all that a society of this kind has become a serious want.

“‘The spirit inculcated by our Holy Religion, and inherited through a long line of ancestors, who were never known to refuse comfort and aid to a distressed co-religionist, should stimulate us in this noble work.

“‘And may the present deep-felt interest, marking its incipency, distinguish its future, and may we safely indulge the hope that God may be with us, and may direct us in the proper path, placing sentinels upon the watchtower, whose teaching shall be—Charity and Benevolence.’

“The charter members of this association were J. W. Frank, Leon Blum, J. Rosenfield, L. Block, I. C. Levy, J. Lieberman, and I. Fedder, with Isidore Dyer ex-officio, three of whom, Leon Blum, L. Block, and J. Lieberman, are still living. The income of the association from membership dues is about two thousand dollars a year, the whole of which, augmented by private donations, is expended in charitable work. The Hebrew Benevolent Society is still flourishing, under the management of the following competent corps of officers: President, Joseph Levy; vice-president, A. Frenkel; treasurer, Robert I. Cohen, and secretary, Henry Marx.

“Congregation B’nai Israel was organized in 1868 and chartered in 1870. As stated in the constitution, the objects of this congregation are ‘to maintain and support a temple for divine worship, and religious instruction in the Jewish faith.’ The original synagogue was completed in 1870, since which time, owing to the increase of membership, it has been twice enlarged. The present seating capacity is 764, and the services at all times are exceedingly well attended.

“Congregation B’nai Israel has had in all four rabbis: Alexander Rosenspitz, 1868-1871; Abraham Blum, 1871-1885; Joseph Silverman, 1885-1888, from which date the present rabbi, Henry Cohen, has filled the pulpit. The charter members of the congregation were J. W. Frank, D. Wenar, I. Dyer, W. Kopperl, S. K. Labatt, S. E. Loeb, Hy. J.

Labatt, Leon Blum, A. Kory, C. Kahn, I. Fedder, S. Heidenheimer, and J. Blum, Jr. Of these founders, D. Wenar, Leon Blum, and A. Kory are still living. The congregational officers consist of a president, vice-president, treasurer, and secretary; also three trustees and three directors of the Sabbath-school. The present incumbents are: President, M. Ullmann; vice-president, Robert I. Cohen; secretary, I. Holstein; treasurer, Max Maas; trustees, Herman B. Meyer, S. Schornstein, and Jules Block. The Sabbath-school in connection with the synagogue has an attendance of about two hundred children, and is ably conducted by a corps of ten teachers under the supervision of the rabbi.

"In 1868, as an adjunct to the Hebrew Benevolent Society, the ladies of the Jewish community organized the Ladies' Hebrew Benevolent Society, to minister directly to the wants of the needy women and children. This association has accomplished much good in a quiet manner, its unostentatious gifts being enhanced by personal contact with the recipients. The present officers are: President, Mrs. J. Block; vice-president, Mrs. E. Michael; treasurer, Mrs. A. Levy; secretary, Mrs. I. Sonentheil. In connection with the above society, a sewing circle meets during the winter months.

"The Ladies' Auxiliary Society of Congregation B'nai Israel was founded in 1887. The object of this organization is to take charge of the synagogue vestments, and to otherwise maintain the property of the temple. The following ladies are now in office: President, Mrs. J. Sonentheil; vice-president, Mrs. J. S. Miller; treasurer, Mrs. Sylvain Lion; secretary, Mrs. Robert I. Cohen.

"A social feature of Jewish life in Galveston is the Harmony Club. Organized in 1870, it has well upheld its objects of bringing together in social intercourse families of its members. The Harmony Club entertains periodically, and its functions are looked forward to with great pleasure.

"The Independent Order B'nai Brith, a fraternal institution, was organized here in 1874, and has a membership of one hundred. Our lodge, of which there are three hundred and fifteen throughout the world, is known as Zacharias Frankel Lodge, No. 242. The object of the B'nai Brith is expressed in its watchword, 'Benevolence, Brotherly Love, and Harmony.' This order has established and maintains numerous orphanages and asylums for the sick and aged, wherever a necessity for such institutions arise. The present secretary of the local lodge is M. P. Oesterman. The grand president of the order, Mr. Leo N. Levi, now of New York, is a former well-known and highly esteemed Galvestonian. The 'Literary Circle,' for mental culture, an adjunct of the I. O. O. B., meets during the winter months.

"Besides the foregoing institutions, the recent Jewish immigrants

of orthodox proclivities maintain a separate congregation, and also benevolent and fraternal organizations. They number about seventy families, and it is safe to say that every individual of age is a member of one or the other of these associations.

"A separate synagogue is maintained by the orthodox Israelites, under the presidentship of I. Hauser, to which is attached a mutual aid society. This congregation has no ordained rabbi, but the services are regularly conducted by a layman.

"In conclusion, it would be well, perhaps, to mention that the Jewish community of this city has at all times maintained its prestige and has given to civic and military life its quota of men, and to the municipality its share of philanthropists. While we have recorded the institutions of the Jewish people separate and apart, yet the individuals of this well-respected sect have done their full duty to Christian denominational charities, as well as to unsectarian organizations.

"HENRY COHEN."

THE PUBLIC SCHOOLS

For nearly twenty years the Galveston public schools have been the city's boast. It is not too much to say, also, they were the South's pride, for nowhere in the country is there a more efficient system.

They are administered by a board of trustees chosen from among the city's wisest and noblest men, and there has never been the slightest



PROF. JOHN W. HOPKINS

Superintendent Public Free Schools, Galveston

taint of local politics or class interest to mar their good work. To be a member of the school board is an honor which any citizen is proud to accept. To be elected is a call to duty which none will ignore.

As will appear from the following article by Mr. John W. Hopkins, superintendent, the schools have been the object of large benevolence,



ROSENBERG SCHOOL BEFORE AND AFTER STORM
 Badly damaged. A refuge in which several were killed by falling of roof, etc.

and no handsomer buildings or more complete equipment could be found in any city of like size.

It is appropriate to remind the reader just here that this volume is published for the benefit of the public schools. Under the constitution and laws of Texas, no part of our state free school fund can be used for buildings or repairs. The courts have held that not even a broom can be lawfully purchased from it, but the whole must be employed for



HALLWAY IN ROSENBERG SCHOOL

Where several persons were killed who took refuge in the building

tuition. Buildings and repairs must be provided by local taxation, and this source of revenue in Galveston, rich and well-paying as the city was, is now practically paralyzed. The very policing of the city must be done at the state's expense. The local tax for maintenance is also minimized so that, for reconstruction and support during the current and next session, appeal must be made to the generous public, and it is made with the confident expectation that fathers, mothers, children, and all who look upon education as the founda-

tion of good society will hear and heed the cry of these little ones.

The city public free schools of Galveston were organized on the 13th day of August, 1881, under and in accordance with an act of the Sixteenth Legislature. At the first meeting of the Board of Trustees the City Council was requested to order an election to determine by a vote of the property taxpayers whether or not the City Council should have power to annually levy a tax of twenty cents on the hundred dollars of value on all real and personal property subject to tax within the city of Galveston for the support of the public schools. At the election more than two-thirds of the taxpayers voted in favor of the proposition. Since this election the City Council has levied annually the tax of twenty cents on the hundred dollars. This, with the state apportionment of from \$3.00 to \$5.00 per capita has been the support of the Galveston public schools.

The school census, city assessment, and amount of school tax levied by years since 1881 is comprised in the following table:



BEFORE STORM—BROADWAY PUBLIC SCHOOL
Badly damaged by storm



WRECK OF AVENUE K PUBLIC SCHOOL

YEAR.	CENSUS.	ASSESSMENT.	TAX.
1881-----	----	\$12,764,542	\$26,529
1882-----	----	19,544,000	39,088
1883-----	3,993	19,954,000	39,990
1884-----	5,888	16,080,000	32,180
1885-----	6,416	18,611,770	37,223
1886-----	6,650	18,011,350	36,024
1887-----	6,800	21,000,000	42,000
1888-----	7,110	20,900,000	41,800
1889-----	7,660	21,100,000	42,200
1890-----	8,150	22,000,000	44,000
1891-----	8,950	22,250,000	44,500
1892-----	9,234	22,685,000	45,370
1893-----	9,450	23,400,000	46,920
1894-----	9,412	23,000,000	47,800
1895-----	9,445	21,450,955	42,902
1896-----	9,426	25,146,928	50,639
1897-----	9,473	27,300,000	54,600
1898-----	9,362	27,006,971	54,114
1899-----	6,702	26,777,438	53,554
1900-----	6,714	26,960,512	53,960

The increase in the value of school property since the city took charge of the schools is shown in the following table:

YEAR.	VALUE.	INCREASE.
1881-82-----	\$ 21,000	-----
1882-83-----	31,000	\$ 10,000
1883-84-----	170,000	139,000
1884-85-----	190,000	20,000
1885-86-----	210,000	20,000
1886-87-----	210,000	-----
1887-88-----	296,374	86,374
1888-89-----	300,083	3,709
1889-90-----	303,500	3,417
1890-91-----	375,500	72,000
1891-92-----	380,800	5,300
1892-93-----	390,000	10,000
1893-94-----	445,000	55,000
1895-96-----	445,000	-----
1897-98-----	445,000	-----
1898-99-----	465,000	20,000
1899-00-----	465,000	-----

The government of the schools is vested in a board of seven trustees, elected every second year by the qualified voters of the city. The Board of Trustees annually choose a Superintendent, Treasurer, and Secretary.

The following named representative citizens have served as Trustees: Wm. T. Austin, Geo. P. Finlay, O. Garreisen, W. M. Mercer, W. B. Denson, L. C. Fisher, N. O. Lauve, W. H. Sinclair, R. L. Fulton, John Lovejoy, R. C. Jennett, W. K. McAlpine, T. C. Thompson, M. E. Kleberg, H. A. Landes, R. V. Davidson, I. Lovenberg, J. W. Thorne,



DENVER RESURVEY PUBLIC SCHOOL
Demolished



WRECK OF ROSENBERG AVENUE PUBLIC SCHOOL
Showing the desks clinging to the crushed floors

R. B. Hawley, H. M. Trueheart, T. J. Ballinger, W. B. Lockhart, George Doherty, S. S. Hanscom, A. W. Fly, M. M. Mann, Walter Jones, and L. S. McKinney.

The presidents of the board since the organization have been: Judge Wm. T. Austin, Dr. W. M. Mercer, Col. W. B. Denson, Col. W. K. McAlpine, Judge M. E. Kleberg, Hon. R. V. Davidson, Hon. R. B. Hawley, and Judge M. E. Kleberg.

Mr. Forster Rose has been secretary of the board since 1882 and Mr. Geo. Sealy treasurer since the organization of the system.

The following named gentlemen have served the schools in the capacity of superintendent:

H. B. Gwyn, from 1881-1883.

W. M. Crowe, from 1883-1887.

Jacob Bickler, from 1887-1890.

Oscar Cooper, from 1890-1896.

John W. Hopkins, 1896 to the present time.

BUILDINGS

Galveston has been singularly fortunate in being the recipient of large donations for the erection of public school buildings. The names of George Ball and Henry Rosenberg will be remembered for their princely gifts when the storm of September 8th is forgotten.

THE BALL HIGH SCHOOL was given to the children of Galveston by the late lamented George Ball. It was built in 1884, and cost originally \$80,000. Mrs. Ball spent in 1891 \$47,000 in remodeling, enlarging and beautifying the building. It is one of the most commodious high schools in the South. Its library, consisting of the best classical, historical, and scientific literature, numbers about 1,500 volumes. It is elegantly equipped.

It will take at least \$15,000 to restore this building to as good a condition as it was in before the storm of September 8th.

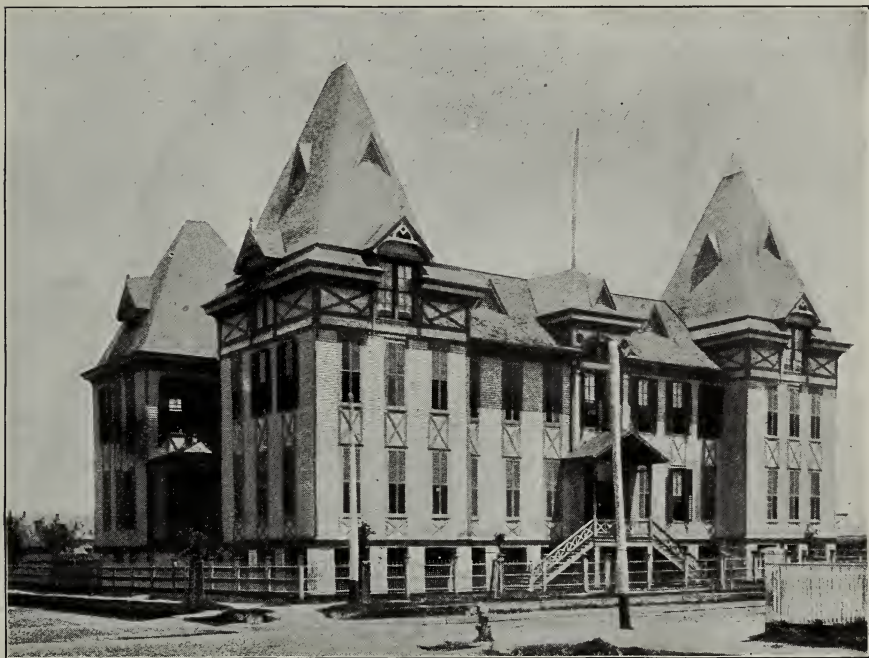
THE HENRY ROSENBERG SCHOOL was erected for and dedicated to the children of Galveston in 1888. It is one of the munificent gifts to the city of Galveston by the late lamented philanthropist, Henry Rosenberg. It has been pronounced by a competent authority the finest grammar school building in the South. Its rooms are large, bright, and airy. It has accommodation for 1,000 pupils and for 19 teachers.

This building is damaged by the recent hurricane to the extent of \$10,000.

THE SECOND DISTRICT SCHOOL, or Avenue K School, was erected at public expense under the supervision of the Board of Trustees of the Public Free Schools in 1883. It cost \$47,000 and accommodates 15 teachers. This building has all grades from the first to the seventh inclusive.

It was damaged by the recent storm to the extent of \$4,000.

THE THIRD DISTRICT, or Avenue L School, is a substantial wooden structure erected in 1884 at public expense. It cost \$40,000, has fifteen teachers, and is for primary and intermediate grades up to the high seventh. Its equipment is modern and it has a library of nearly one thousand volumes.



BEFORE STORM—PUBLIC SCHOOL ON AVENUE L

Badly wrecked by storm

The damage done to this building by the storm is estimated at \$5,000.

THE FOURTH DISTRICT, or West Broadway School, is a solid brick structure, erected under the supervision of the Board of Trustees of the Public Free Schools, at a cost of \$50,000. This building is modern in equipment, has a good library of healthy juvenile literature and accommodates sixteen teachers and about eight hundred pupils of all grades up to the high seventh.

The damage to this building by the hurricane is about \$5,000.

THE ROSENBERG AVENUE, or Fifth District School, is a substantial brick structure, erected in 1892 by the Board of Trustees of the Public Free Schools. It is located near the beach in the region which suffered

total destruction, and is the only building exposed to the combined action of wave and wind, that is not a total wreck. It cost \$26,000.

Its restoration to its original condition will take \$10,000.

THE DENVER RESURVEY SCHOOL was a heavy brick structure which was built in 1898 at a cost of \$10,000. It is a total wreck.

THE CENTRAL HIGH SCHOOL (colored) was erected by the School Board in 1891. Its cost was \$17,500. It is generally considered the finest public school building in the South devoted to the education of the negro. It is damaged by the storm of September 8th to the extent of about \$3,000.

THE EAST DISTRICT SCHOOL (colored) was erected by the School Board in 1885 at a cost of \$11,000. It was a substantial wooden building equipped with all modern appliances and conveniences. Not a board or brick of this house can be found, so complete is its destruction.

THE WEST DISTRICT SCHOOL (colored) is a large wooden building of modern design and ample equipment, erected at a cost of \$12,000. It was damaged by the storm about \$3,000.

THE SYSTEM AND COURSE OF STUDY

The Galveston school system is unsurpassed by any system in the country. It is the city's pride and boast. The magnificent buildings and splendid equipment were a reflection of the city's social and educational greatness. The public school idea has taken deep root in Galveston—all classes patronize the schools, thus giving them the hearty support of the entire population. The public schools must be maintained, is the universal sentiment, even at the moment of the greatest disaster in the history of the country. The people of Galveston regard their schools as the university of the people, which trains for the duties and responsibilities of citizenship. The opening of the schools six weeks after the appalling disaster, which rendered every school-room in the city uninhabitable, indicates the determination of the people to restore the schools to their former efficiency.

The course of study in the public schools has always received the careful attention of the school authorities. The best systems in the United States have been examined, and the course of study has been enriched by the best thoughts of the educational world. It is progressive but at the same time safely conservative. It is arranged to cover the period of twelve years and is divided into three distinct stages, called primary, grammar school, and high school. Each stage is subdivided into four grades of one year each. Each of the primary and grammar school grades is further subdivided into a high division and a low



A PUBLIC SCHOOL BEFORE STORM



A PUBLIC SCHOOL AFTER STORM

division. The course outlined for each division requires of the average pupil eighteen weeks' work.

PRIMARY DEPARTMENT. The four lowest grades include more than one-half of all the children, and the work here is second in importance to that of neither of the other departments. The objects to be attained in this department are as follows:

1. The ability to read ordinary prose and simple poetry readily, correctly, and intelligently.
2. The ability to spell correctly such words as belong to the child's vocabulary.
3. The ability to write in a good, clear hand whatever the child understands.
4. The ability to read, write, add, subtract, multiply, and divide simple numbers with readiness and certainty.

5. The habits of doing right and being kind and respectful.

6. The habit of observing attentively the phenomena of nature.

GRAMMAR SCHOOL DEPARTMENT. The Grammar School Department includes the fifth, sixth, seventh, and eighth grades.

The objects to be attained in this department are as follows:

1. The ability to gather rapidly and correctly the meaning of the printed page.
2. The ability to express correctly in good English whatever the pupil needs to say.
3. The ability to solve accurately and readily any problem involving ordinary arithmetical processes.
4. Knowledge of the leading facts in the history of the State and Nation.
5. High sense of honor.
6. The rudiments of scientific knowledge.

HIGH SCHOOL DEPARTMENT. Three courses are offered in the high school, each requiring for its completion eight terms of four and a half months each. These courses are designated as follows:

1. The Classical Course. This includes all the studies necessary for admission into the best colleges in the country.
2. The Scientific Course. This course is arranged for the benefit of students whose aptitudes are in the line of science, and to prepare for the scientific departments of the leading universities.
3. The General Course. This course aims to give four years of liberal study to those who can attend the high school, but do not expect to go to college.

Graduates of the Ball High School have entered directly the following universities and colleges without instruction in other schools: Harvard, Yale, University of Chicago, Bryn Mawr, Columbia, Cornell,

University of Virginia, University of Texas, Leland Stanford University, Sewanee, and Tulane.

The men who came to Texas in the early days of the Republic took care to establish a system of free schools which have been sustained, strengthened, and improved until the present day, and it is the fixed purpose of the people of Galveston, whose schools are the fruit of the system inaugurated by their fathers to let no disaster dishearten them or long retard their progress in public education.

JOHN W. HOPKINS.

A CITY OF PHILANTHROPISTS

Galveston was a wealthy city, and no less generous than wealthy. No cry for help in any part of the country was unheeded here. The people generally led in promptness and in the ratio of giving to population.

It is appropriate in this volume to make brief mention of the principal philanthropists and the work has been done by Col. M. F.



LETITIA ROSENBERG HOME FOR OLD WOMEN BEFORE STORM

Only one life lost here during storm; building damaged by storm

Mott, distinguished in the law and in the public life of Texas, who was the friend and counselor of the men whose deeds he has recorded—recorded modestly as they would have wished—for what they did that the world may see is only a part of the charity they dispensed in a thousand unseen ways.

Galveston has been exceptionally fortunate in the benefactions received from her wealthy and generous citizens. Donations of public school buildings, hospitals, churches, homes for the orphans and widows, public fountains, and others of kindred nature have been more

numerous and on a scale of greater munificence than have been received by any city of its size in the country. Among the philanthropists special credit must be accorded to George Ball, John Sealy, and Henry Rosenberg, and it is fitting that a brief mention of their gifts to the city should find a place in this volume.

GEORGE BALL

Among the pioneers of Galveston was a young man from one of the northeastern states by the name of George Ball. Endowed with energy, industry, prudence, and business habits, he cast his fortunes with the infant city—then a village of twelve or fifteen hundred inhabitants—and



GALVESTON ORPHANAGE

Lower view before storm; upper view after storm. Of the fifty orphans in this building, all were saved, though the building was badly wrecked

by degrees arose to be the head of the banking firm of Ball, Hutchings & Co., and became the possessor of an independent fortune. Towards the close of his life he frequently expressed a desire to do something useful which would be of lasting benefit to the city with which he had grown up and for which he had a strong attachment. After much reflection he came to the conclusion that he could do the most good by promoting the cause of education, and he determined to erect and donate to the city a large school building to be used for the higher education of the young men and women of this city. The building was erected, a spacious and imposing structure, and one of the handsomest school buildings in the country. It was appropriately named the George Ball High School. Since his death, Mrs. Sarah Ball, his widow, has made additions to the structure and contributed to its equipment. The amount expended by them in the building has been over one hundred thousand dollars, and it is a monument to the practical sagacity and munificence of its donor. In addition to the school building, George Ball, by his will, left fifty thousand dollars in the hands of trustees, the interest of which is to be used for the poor and deserving of the city.

JOHN SEALY

He came from Pennsylvania as a young man and settled in east Texas. Early in the fifties he moved to Galveston with his partner, John H. Hutchings, and formed a co-partnership with George Ball, under the firm name of Ball, Hutchings & Co., which became the great banking house of Texas. Like his partner, George Ball, he, too, desired to contribute something useful to his city. Being of a sympathetic nature, it occurred to him that the best use he could make of his intended benefaction would be to relieve the suffering of the sick. He left a large amount by will for the construction of a hospital to be donated to the City of Galveston. His executors have intelligently executed the trust by the erection of a building admirably adapted for its purposes and excellently equipped, appropriately named the John Sealy Hospital. In the primary costs, repairs, and equipment, his executors and heirs have expended over one hundred thousand dollars. John Sealy was in every respect a complete and well-rounded man. As an organizer, a leader, a manager, a banker, and in fact in every department of business, he was, in the opinion of the writer, the greatest merchant this state has produced. And he says this without in the slightest degree detracting from the merits of many other eminent business men of Texas.



BEFORE STORM—SEALY HOSPITAL

Presented to Galveston by George Sealy, Esq., Treasurer of Board of Trustees Galveston Public Free Schools



AFTER STORM—SEALY HOSPITAL

Badly wrecked

HENRY ROSENBERG

It is difficult to compress this subject within the limits of a short statistical article. Henry Rosenberg's donations to the city have been so numerous and magnificent, so varied in their scope, so useful in their purport, that the language of eulogy is not only invited, but would be justified. Born in Switzerland, he came to Galveston when a boy of sixteen or seventeen and cast his fortunes with this city. By energy, industry, business capacity, and scrupulous honesty, he had made large accumulations. So much attached, however, to the city of his adoption, most of his large fortune has been given to it and its various institutions. During his lifetime he erected, at a cost of over sixty thousand dollars, a public school building and donated it to the city for school purposes, and by will provided for other benefactions. The publication of this remarkable gift thrilled the community with surprise and admiration. It best speaks for itself in his own language:

"I give to the Island City Protestant and Israelitish Orphan Home in the City of Galveston, thirty thousand dollars, to be used by the trustees for building purposes only; and I charge my executors with the duty of seeing that this fund is properly applied.

"I give to Grace Church Parish, Episcopal denomination, in the City of Galveston, Texas, thirty thousand dollars, to be used for building a church on or near the lots now occupied by it for church purposes in the western portion of the city, and I charge my executors with the duty of carrying out this bequest.

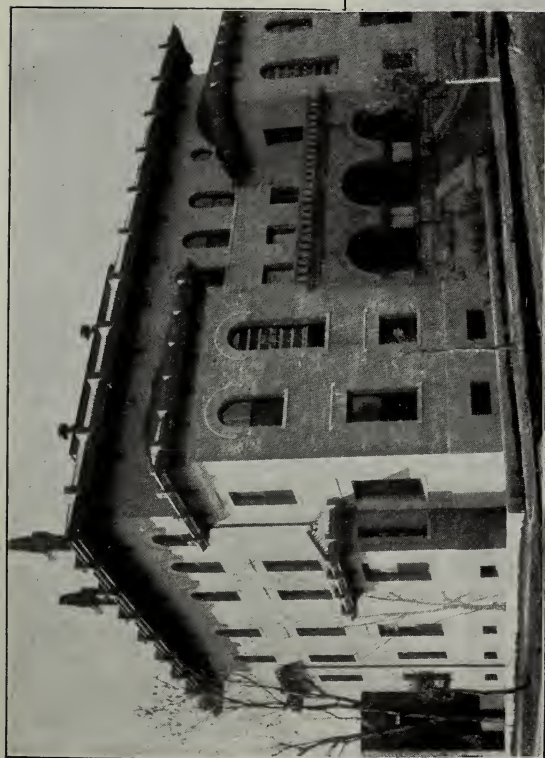
"I give to the Ladies' Aid Society of the German Lutheran Church, ten thousand dollars, to be used by them for charitable purposes.

"I give thirty thousand dollars to procure and furnish an appropriate building for the Women's Home, of Galveston, or by whatever name it may be known at the time of my decease. I charge my executors with the duty of executing this bequest; and whenever they have procured a suitable building and lots and furnished the same, they shall convey, or cause the same to be conveyed, to the organization by its then legal name.

"I give sixty-five thousand dollars for the purchase (or erection) of a suitable building for the use of the Young Men's Christian Association of Galveston. The said sum of sixty-five thousand dollars shall include cost of the ground upon which the building stands, and is also to include cost of necessary repairs in case a building is purchased. My executors are charged with the execution of this bequest. Whenever they have procured the appropriate property they shall convey, or cause the same to be conveyed, to the proper organization or trustees of said association.

"I give fifty thousand dollars (\$50,000) for the erection of an appro-

WRECK OF BRACKENRIDGE HALL
One of the most elegant educational structures in the South



UNIVERSITY HALL
Known as Brackenridge Hall. A gift of Col. Brackenridge of San Antonio

priate monument in the City of Galveston to the memory of the heroes of the Texas Revolution of 1836. The execution of this bequest is charged upon my executors, who will adopt plans and have the monument erected under their immediate supervision.

"I give thirty thousand dollars for the erection of not less than ten drinking fountains for man and beast in various portions of the City of Galveston, localities to be selected by my executors. This bequest, however, is upon the proviso that the City of Galveston shall obtain an abundant supply of good drinking water within five years after my death. Failing in thus obtaining such supply of good drinking water, then I



ANOTHER VIEW OF WRECK OF BRACKENRIDGE HALL (UNIVERSITY)

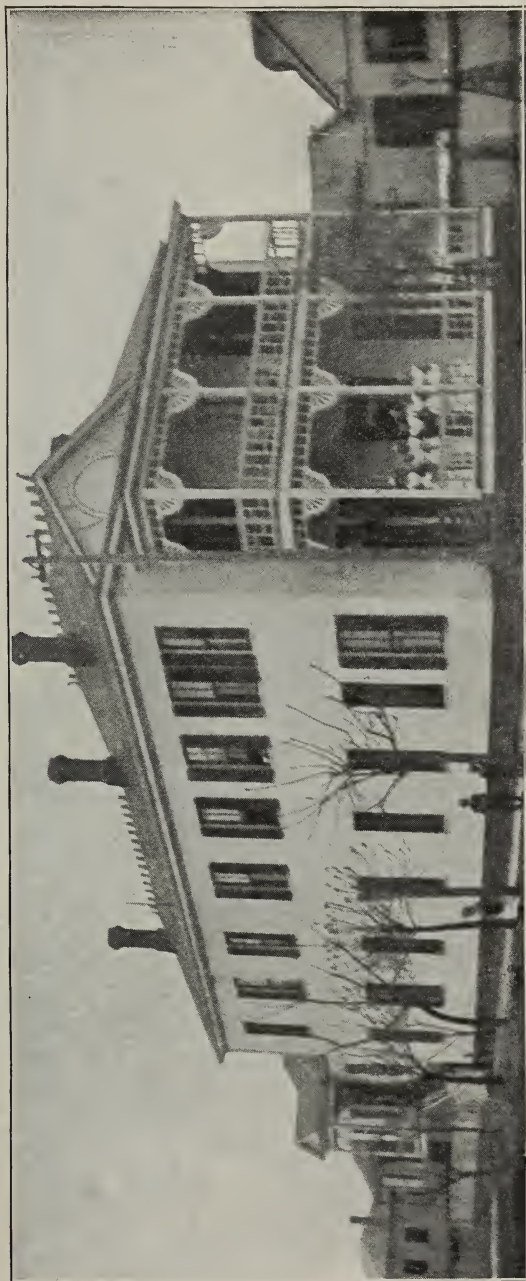
direct that, after the expiration of the time herein limited, one-half of said thirty thousand dollars shall be given to the Orphan Asylum mentioned in the fourteenth clause of this will, and the other half thereof to the Women's Home mentioned in the seventeenth clause of this will.

"All the rest and residue of my estate, of which I die seized or possessed, or to which I shall be entitled at the time of my decease, I give to my said executors in trust for the purpose following: They shall preserve and maintain the same and reinvest the income thereof for a period of two years after my death. At the expiration of said two years they shall organize and endow a free public library for the use of the people of Galveston, together with free lectures upon practical, literary, and scientific subjects, and such other incidents to a great public library as may be most conducive to the improvement, instruc-

tion, and elevation of the citizens of Galveston; and for this purpose they shall cause an association to be chartered with such trustees and directors as they may deem expedient, under such rules and regulations as will best carry out this devise. In making this bequest, I desire to express in practical form my affection for the city of my adoption and for the people among whom I have lived for so many years, trusting that it will aid their intellectual and moral development, and be a source of pleasure and profit to them and their children, and their children's children, through many generations."

His executors have faithfully carried out the provision of his will, and erected all the structures provided for. The Library Association mentioned in the residuary clause has been chartered, and a well endowed public library will soon be established according to the wishes of this great philanthropist.

M. F. MOTT.



BEFORE STORM — HOME FOR TRAINED NURSES
Wrecked

Of the buildings enumerated by Mr. Mott, all were damaged in some degree. Mr. John Sealy and Mrs. R. Waverly Smith, son and daughter of the founder, have volunteered to completely restore the John Sealy Hospital. The heaviest damages to the other buildings fall upon the Orphan's Home, which is abandoned for the time being; upon the Letitia Rosenberg Home for Women, which is occupied, but is sadly uncomfortable for the especially worthy objects of benevolence who inhabit it, and upon the Ball High School building.

University Hall, residence of women students of the Medical College (branch of the State University at Austin), the gift of Col. W. C. Brackenridge, of San Antonio, was badly damaged, together with the main college building. Colonel Brackenridge, who has made other handsome gifts to the University, has advanced the money for the complete restoration of the college buildings.

EXPORT AND IMPORT TRADE

In the early days Galveston was the gateway to Texas, and there were no railroads, and everything had its entrance and exit through this port, which then boasted accommodation to vessels of not more than twelve feet draft. Texas was sparsely populated. Austin, the present capital, was on the frontier. The centers of business and culture were close to the gulf and along the western timber belt, and Galveston commanded the trade of all Texas. She was exporter, importer, jobber, and banker. Naturally she waxed fat. Until a recent period she was, in proportion to population, the second richest city in the Union. Even twenty years ago one banking firm here, composed of four members, held property aggregating thirteen million dollars. On September 7, 1900, Galveston was in about the fourth place in a table of wealth in ratio to population. She had not declined. She had grown with gratifying progress. But some of the western cities had grown in wealth somewhat faster.

When the railroads came, jobbing cities sprang up, by the laws of trade, at convenient distances. Dallas, Fort Worth, and Waco on the north, and San Antonio on the west, curtailed Galveston's wholesale trade in those directions, while Houston, only fifty miles from her door, made competition lively in the immediate territory of south and east Texas.

This was all by the logic of trade and geography. Galveston had not neglected her opportunities. She had built a railroad, the Gulf, Colorado, and Santa Fe, and with characteristic financial shrewdness sold it at a handsome profit to the Atchison system. But in the nature of things she must be a jobbing town of circumscribed territory or a seaport of national importance.

She chose the more ambitious part. How she succeeded in obtaining deep water appears in another connection. It is sufficient to state here that during the present decade she leaped into position as the foremost cotton-exporting point of the United States, and the third grain-exporting point; that she developed a handsome trade with the West Indies; that she became an import city of considerable consequence and assured increase; that during the war with Spain she embarked and received troops to and from Cuba; that her position became so important and commanding that the Federal Government

erected three powerful forts here; that the deepest draft vessels of the United States come and go at ease; that her manifest destiny is already shaping a coaling station and dry docks for war-ships. In short, her geographical location, seven hundred miles nearer to the producing fields of the West than any Atlantic port, has received full recognition and rapidly increasing fruition. The Galveston route is the short haul, and sooner or later the short haul controls transportation and fixes the rate.

Galveston's prospects were never so promising as on September 1st, the beginning of the commercial year of 1900-1. The cotton crop of Texas and the Indian Territory had been considerably curtailed but still gave assurance of exceeding the crop of 1899-1900. The grain crop of Texas, Indian Territory, Oklahoma, Kansas, and Nebraska was harvested and already arriving in large volume, promising to exceed last year's receipts of eighteen million bushels by nearly one hundred per cent. The Southern Pacific railroad and steamship system, which had just secured entrance, was developing the greatest terminals in the world and its ships would have been taking cargo by September 20th.

As will appear elsewhere, the injury to business by the storm of September 8, was only temporary and comparatively trifling. The following spirited and truthful article by Dr. S. O. Young, secretary of the Galveston Cotton Exchange, sufficiently sets forth the volume and the character of Galveston's trade and expansion. It must be seen that a city and a commerce so vigorous cannot subside or suffer permanent impairment.

The simple statement that Galveston is the principal seaport of Texas, the grandest and most productive state in the Union, should be a guaranty of the importance of Galveston as a commercial center. That the agricultural wealth of so great a state should find its way to the world's commercial highways through Galveston was a fact which alone justified all the expenditure of money, the exercise of superior engineering skill, and the vast amount of labor that have been focused on Galveston harbor by the general government to make it what it is to-day, one of the finest harbors on the American continent. As a matter of fact, however, Texas, great and grand as it is, forms but a part of the immense territory tributary to Galveston. The West and Northwest, the granary of this continent, are as deeply interested in the port of Galveston as are the nearest counties in Texas.

When efforts were being made to secure government aid in the work of improving this harbor, these facts were used as arguments in its favor, and how well founded they were is abundantly proven by the record of the past five years, the period of actual deep water here. During those five years the advance of Galveston's commerce has been such as to

amaze even those who were looked upon as too optimistic during the progress of the work of securing deep water. Until the season of 1894-95 there had been a steady gain in the depth of water, but not until then was it officially announced that: "At all times there are twenty feet of water on the outer bar, the least depth to be found either at the entrance to or within Galveston harbor."

That season, as if to celebrate the event, Texas produced the largest cotton crop ever raised in the state, 3,275,958 bales, or within a fraction



BEFORE STORM—CUSTOM-HOUSE AND POST-OFFICE
Withstood the storm with slight damage. A safe refuge for hundreds

of one-third of the total crop of the United States. Unfortunately, the commercial world was not ready to believe in or to take advantage of the new order of things established here; old methods were adhered to and old lines were followed, resulting in Galveston receiving, just as she had received for a number of years, only fifty per cent of the Texas crop.

Within a year the depth of water had increased to twenty-five feet at mean low tide. The facilities for handling and shipping freight had been greatly augmented, special efforts were made to place the advantages of Galveston before the commercial world and for the first time in the history of this port the percentage of cotton receipts showed a small increase, being 53.5 per cent against the fifty per cent of the previous year.

As a matter of fact, Galveston's wonderful advance as a port and commercial center should date from the season of 1895-96, for that marked the first step forward and at that time the beneficent effect of deep water became apparent. For three years before that the Galveston Wharf Company had been doing a stupendous work, second only to that done by the government at the entrance to the harbor. Very nearly two million dollars was expended by this corporation in improving the wharves and docks, digging deep slips and laying railway tracks along the whole water front, with branches to each pier and wharf. In addition to this large sums were spent in erecting grain elevators for the hauling of the products of the Northwest. The result was that when deep water was actually obtained, when the outer bar became a thing of the past, Galveston stood ready to meet all possible demand that could be made on her—one of the most thoroughly equipped harbors in this country. The eyes of the commercial world were fixed on Galveston. Scientific and technical journals commented favorably on the wonderful success of the government's plans for improving the harbor, while the people of Texas and of the Northwest prepared to take advantage of the splendid shipping facilities brought to their doors, as it were. The harbor of a few years before, with its wooden wharves and its twelve or thirteen feet of water, had given way as if by magic to the superb harbor with two miles of stone-capped, solid piers and a depth of water ranging from twenty-seven feet on the outer bar to thirty and forty feet along the channel in front of the city.

The season of 1896-97 showed the really first grand step forward. The percentage of the Texas cotton crop marketed at Galveston that season jumped at one bound from 53.5 per cent to 63.5 per cent, while the farmers of the West began to rush their grain to Galveston. That year Galveston exported 1,230,842 bales of cotton to foreign countries and 230,837 bales to domestic ports.

In 1897-98 Galveston again handled sixty-three per cent of the Texas cotton crop. Prices were phenomenally low, and yet the exports of cotton from Galveston footed up nearly sixty million dollars, while over fifteen million bushels of grain found their way to foreign ports through Galveston.

In 1898-99 all previous records were broken. More and larger vessels came here; larger cargoes were taken away; the net tonnage showed an increase of over one hundred per cent over 1894-95; the receipts of cotton were such as to place Galveston at one bound in the enviable position of chief cotton port of the United States; the grain movement was far in excess of the hopes of the most sanguine and was limited only by the capacity of the cars to bring it here, the capacity of the elevators to transfer it, and the capacity of the ships to take it

away. The percentage of the Texas cotton crop handled here rose to sixty-six per cent, while the imports increased from \$337,178 in 1894-95 to \$2,297,169 in 1898-99.

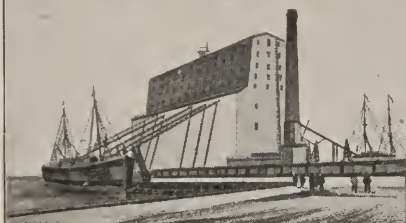
In 1899-1900, the season just closed, Galveston received sixty-seven per cent of the Texas cotton crop and exported 1,728,579 bales, valued at over seventy million dollars, while the consumption of cotton by the local mill was far in excess of that of any previous season. The grain amount was immense, taxing to the utmost the capacity of the three large elevators here. All records, even those of the preceding year, were broken and for the first time the people not only of Texas, the West, and of the rest of the Union, but those abroad began to look upon Galveston as the great and rising port of this part of the continent.

Perhaps the dry details given in the foregoing may prove tedious but it is best to place them in that way as they serve the purpose of showing the effects of deep water on this port in a way that can be shown in no other. It is doubtful if any port in the world ever attained such prominence in so short a time and stood on so firm a foundation with so promising a future as Galveston. Other ports, like "boom" cities, have arisen meteor-like, scintillated a brief time and then subsided into insignificance. 'Twas because they had nothing to sustain them; nothing to supply exhausted motive power after the first brief expansion. With Galveston it is altogether different. No place has been freer from the "boom" element or has been less cursed by "boom" methods. On the contrary, the city and port have been rather dragged into prominence by the course of events, and no people could be more amazed by the wonderful growth of the port's commerce than the people of Galveston. With no desire to add one iota to Galveston's importance as a port; with absolutely no intention to deceive or mislead, but simply to state the truth and emphasize an undeniable fact, it is beyond all doubt that no port in the South has so brilliant a future as Galveston. As noted already the facilities of the port are unsurpassed anywhere. It was seen in advance what the effects of deep water would be, and the harbor improvements kept pace with the work of building the jetties which were finally to sweep away the outer bar. It was no piece-work, but the whole thing was done at once, and when deep water became a fact the commercial world found Galveston harbor thoroughly equipped to meet all possible demands that could be made on it.

The complete wharfage for ocean-going vessels is four and one-third miles which afford berth room for one hundred and twenty vessels lying in single file. These are ample for any commerce that will come here for years. The largest cotton crop ever produced in Texas was three million two hundred and fifty thousand bales in round numbers, and yet that crop could have been handled at Galveston in seventy days so far



SHIPPING SCENE, FROM THE BAY.



ELEVATOR 'A' & SHIPPING.



ELEVATOR 'A' & SHIPPING.



MALLORY LINE PIER.



VIEW FROM ELEVATOR 'A' , LOOKING EAST, SHOWING SOUTH JETTY.



VIEW FROM ELEVATOR 'A'



PASSENGER STATION.



TELEPHONE BUILDING.

FREIGHT YARDS

COTTON PRESS.



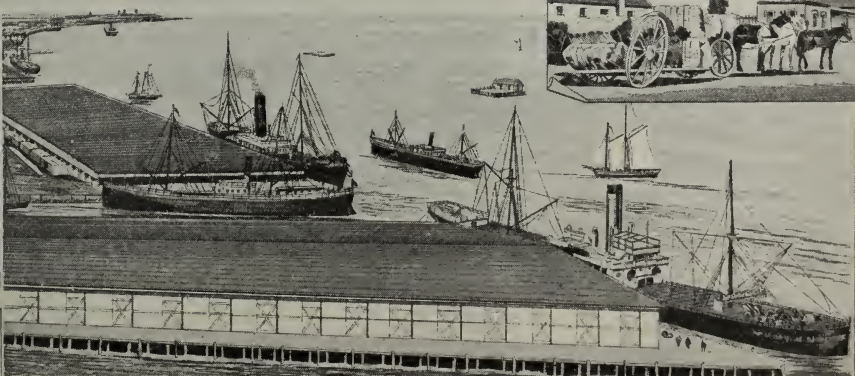
VIEW FROM BREWERY LOOKING WEST, SHOWING ROPE WORKS, BAGGING & CORDAGE CO., COTTON MILLS.



VIEW FROM WILLIS BLOCK, LOOKING EAST.



DRAY LOAD OF COTTON



LOOKING WEST & SOUTH WEST.

as wharf facilities are concerned. An ordinary vessel will receive one thousand bales of cotton a day, so that with fifty vessels along the wharf fifty thousand bales could be loaded daily. It will, perhaps, be years before Texas produces eight million to ten million bales of cotton, but when that day comes it will be found that Galveston is in position to handle it, and that, too, without the least addition to its shipping facilities as they exist to-day.

The government, by the expenditure of over six million dollars has succeeded in overcoming all the obstacles of Nature and has made this one of the first-class deep-water ports of the world. The Wharf Company and the Southern Pacific Steamship and Railway Company, by the expenditure of more millions have made and are still making this one of the finest and best equipped harbors in the world. These, in a sense, are the mechanical appliances of trade and commerce but they are backed here by intelligence, zeal, and enterprise, by all that goes to make a grand commerce and these in turn are backed by agricultural and mineral resources of untold value.

A few years ago the world knew little of Galveston and less of the grand territory behind it. To-day the world knows much of both, but even on this side of the water there is scarcely an intelligent idea formed or anything approaching a just appreciation of the future of this port or of the possibilities of the great West. We, here on the ground, citizens of Texas, speak with pride of our great state. We know in a general way that its soil is rich, that its vast pastures are green, that its mineral wealth is varied and extensive, that were we surrounded with a Chinese wall Texas could produce everything needful to make life enjoyable and that we would never miss the world half so badly as the world would miss us. We know that there is rich and fertile land enough in Texas to produce twenty, forty, or even fifty million bales of cotton each year and then leave land for corn and wheat enough to feed all the cotton producers and have a surplus left. We know that there are vast mines of the richest iron ore in the world and that valuable marble, granite, and other building stones exist in almost inexhaustible quantities. We know these things in a general way about Texas and we know that Texas is but one of a group of states, as yet but partly developed, whose wealth is almost beyond computing. We know these things in a general way, but few of us ever consider the details or glance even for a moment at what the future will be when lands that are now neglected and uncared for will be cultivated, when the full agricultural and mineral resources will be developed and all that wealth shall find its way to the markets of the world through the nearest and best port—Galveston.

One really hesitates about writing down an honest opinion of the

future of this port, lest one be considered wild and visionary. And yet there is scarcely a statement that can be made in that direction that is not backed by incontrovertible facts that tempt to expansion rather than to contraction. A permanent increase of over one hundred per cent in the value of exports and an increase from a few hundred thousands to over three million dollars in the imports during the first two years after deep water was secured, were fair indications of what the future of Galveston will be. The word "permanent" in the foregoing sentence



BEFORE STORM—GALVESTON COTTON EXCHANGE

Roof and floors damaged by storm

is used intentionally, for all that Galveston has secured thus far has been permanent in one sense of the word, though undergoing constant change in the direction of expansion and growth. There has been absolutely no step backward.

Galveston has one great advantage in the fact that before deep water came, opening to the markets of the world the vast territory behind us, there was already a powerful and wealthy city here, one, too, of far-reaching power and influence. For many years this city has been the financial center of Texas. It was always Galveston money that helped materially in developing the state, in preparing, harvesting, and marketing the crops and in supplying means for the establishment of

mills and factories all over Texas. No city has done so much in that direction as Galveston and no city stands in such close touch with industrial, mechanical, agricultural, and commercial Texas as Galveston. Her merchants and brokers are wide-awake, progressive men, and one of the most encouraging features is that the young men are being pushed to the front and are found equal to the heavy burdens of responsibility that have been placed upon their shoulders.

S. O. YOUNG,
Secretary Galveston Cotton Exchange.

To Secretary Young's article it is well to add the following data from the *Galveston News*, of September 1, 1900:

Galveston, at the end of the fiscal year, stood as follows in her relation to the other ports of the United States:

Disputing with New Orleans for the retention of first place as a cotton port. A year ago Galveston held first place, but owing to the short crop in Texas and the good crop in the country tributary to New Orleans, as compared with the Texas crop, New Orleans exports of cotton on June 30th, the last comparative figures available, were about eight thousand ahead of Galveston.

In third place as a wheat-exporting point. This, according to the corrected figures, is the position occupied by Galveston a year ago.

In seventh place as a corn-exporting point, which is an advance from eighth place held at this time a year ago.

Sixth place as a cattle-exporting point, which is about the position held a year ago.

Thirteenth place as a flour-exporting point, which is an advance from fourteenth place held a year ago.

Out of a total of 46,902,390 gallons of cottonseed-oil exported to foreign countries, 7,277,933 gallons were sent out from Galveston.

Out of a total of 1,143,704,342 pounds of cottonseed cake and meal exported Galveston handled over one-third, or a total of 432,104,874 pounds.

The Galveston grain year has been changed to correspond with the cotton year, that is, the new year will begin to-day. To make the start correct, comparisons given below are for the past fifteen months and show a big increase over the previous year. In fact the increase is, in round figures, six million five hundred thousand bushels, which shows that the importance of Galveston as a grain port is growing. The statement below was compiled by the Galveston Wharf Company and shows the ports to which the grain was exported:

PORTS.	WHEAT.	CORN.
Liverpool	1,964,969	1,917,784
Havre	234,400	514,798
Progreso	-----	60,000
Hamburg	4,662,015	698,449
Rotterdam	4,417,986	393,884
Bremen	1,145,200	1,118,135
Antwerp	2,625,603	180,028
Marseilles	158,132	-----
Manchester	112,000	532,209
Copenhagen	32,000	1,133,744
Harwich	-----	150,117
London	80,000	17,857
Belfast	-----	432,943
Cork	-----	125,399
Aarhuus	-----	290,000
Dunkirk	-----	257,028
Hull	-----	187,970
Total, June 1, 1899, to August 31, 1900	15,432,305	8,010,435
Total, June 1, 1898, to May 31, 1899	13,694,031	3,272,348
Increase	1,738,274	4,738,077

CONSOLIDATED TONNAGE STATEMENT

YEAR.	ENTERED.						CLEARED.					
	FOREIGN.		COASTWISE.		TOTAL.		FOREIGN.		COASTWISE.		TOTAL.	
	NO.	TONS.	NO.	TONS.	NO.	TONS.	NO.	TONS.	NO.	TONS.	NO.	TONS.
1899-1900---	350	665,522	248	398,181	598	1,063,703	401	748,634	195	299,353	596	1,047,987
1898-1899---	452	818,578	240	340,480	692	1,159,058	493	879,546	216	286,352	709	1,175,898
1897-1898---	381	673,375	248	400,570	629	1,073,945	419	705,465	228	363,143	647	1,068,608
1896-1897---	298	490,197	226	329,680	524	819,877	310	510,677	210	289,652	520	800,329
1895-1896---	207	275,437	305	340,348	512	615,785	185	298,475	250	311,314	435	609,789
1894-1895---	240	354,444	366	386,616	606	741,060	243	357,096	287	320,898	530	677,984

RAILROADS AND SHIPPING

The commercial importance of a seaport is measured by its railroad and shipping interests. They embrace the elements of its business in the largest sense. The great corporations behind them are not moved by sentiment or personal ambition, but by the assured and reasonable prospect of gains. To them and their spokesmen, therefore, we confidently turn for an expression of what Galveston was, is, and is to be in relation to the commerce of the West. They are not governed by local pride. Though they share in local aspiration and pride of achievement, their plans are laid in the wisdom of experience and commercial environment. Their estimate of Galveston's position is expressed by deeds rather than words. Their millions already invested and to be invested are eloquent indications of their convictions and purposes.

The following article by Mr. J. H. Hawley, general agent of the International and Great Northern railroad and vice-president of the Galveston, Houston, and Henderson railroad, a man of large views and generous information, will give the reader an adequate idea of the situation from this point of view. In this connection, attention is called, also, to interviews with Col. L. J. Polk, general manager of the Gulf, Colorado, and Santa Fe Railroad, and Mr. J. H. Hill, general manager of the Galveston, Houston, and Henderson Railroad, in the series quoted from the *New York Commercial*, under the section of this work entitled "What of the Future":

"Prior to September 8, 1900, the future of Galveston from the standpoint of railroads and ships, the two great factors which contribute to make a port, seemed fraught with every assurance and hope for growth and prosperity.

"To give an adequate idea of what constituted the basis of these hopes, it should be understood that Galveston stands, by the charts of the geodetic survey, about seven miles from the thirty-foot curve in the Gulf of Mexico. To reach the city from the sea until government aid provided the jetties forming a channel, vessels had either to be of draught light enough to cross a bar of twelve and one-half feet or remain on the outside to load cargo by lighters. The building of the jetties swept the bar into the sea and provided twenty-eight feet of water at average tide. This depth of water at once placed Galveston in the list of the most favored ports, for with a land-locked harbor of

fifteen hundred acres, without a rock except those in the jetties to threaten and endanger shipping, it presented ideal features of safety. When it is also understood that Galveston is related geographically to all the territory west of the Mississippi and Missouri rivers, as the port nearest the sea by not less than three hundred and fifty miles, its value to the ten million producers of these valleys is at once apparent. These facts had long since been plain to railway builders, and Galveston was made the Gulf terminal of the great railway systems of the West, such



BEFORE STORM—UNION DEPOT

Slightly damaged

as the Missouri Pacific, operating the International and Great Northern, St. Louis and Southwestern, and the Texas and Pacific railroads, reaching Kansas City, St. Louis, and Pueblo, Colorado, on its own rails, ramifying intermediate territory in Arkansas, Missouri, Kansas, Indian Territory, Nebraska, and Colorado; the Missouri, Kansas, and Texas, covering southwestern territory from St. Louis, Kansas City, and other Missouri and Mississippi River points, and the Atchison, Topeka, and Santa Fe, with nearly ten thousand miles, threading its way through the grain fields of the West even to Chicago. The Southern Pacific system, the highway across the continent, had found its way to Galveston over the rails of the

Galveston, Houston, and Northern railway, connecting with this port the Houston and Texas Central, one of the leading north and south lines; also the San Antonio and Aransas Pass railway, whose rails gridiron the southwest Texas territory.

"These important systems are here, with all that it means in facilities, inspired by the spirit of competition, to create and divert business into this channel, upbuilding and making it prosperous.

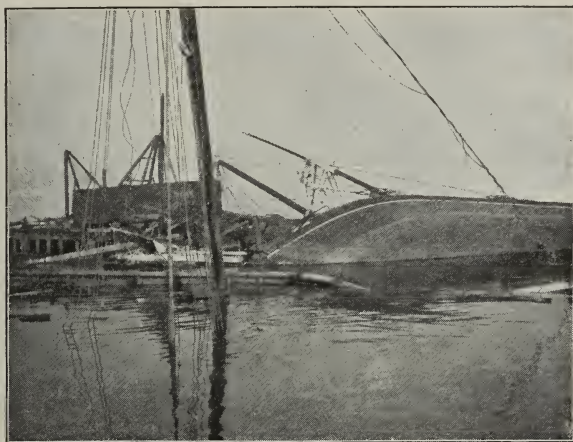
"In connection with these railway systems we find thirty-three miles of railway along and operated on the wharf front of twenty-two thousand lineal feet, covered by sheds, on a substructure of creosoted piling and backed by heavy rock embankments. These sheds are capable of storing nearly one million bales of cotton, while the three large elevators will store three million bushels of grain and deliver from one of them one hundred and fifty thousand bushels in one working-day to a ship alongside.

"These provisions for rapid performance of traffic requirements were becoming known to ship owners looking for cargo; and during the past few years we had gradually acquired, in connection with the railway systems, the regular lines of steamships as follows: The Harrison line, bimonthly to Liverpool; the Booth line, to Liverpool every twenty days; North German Lloyd line, to Bremen, monthly; Castle line, to Antwerp, monthly; the Larrinaga line, to Havre and Manchester; Texas Transport and Terminal Steamship Company, to Liverpool, Hamburg, Antwerp, and Rotterdam; the Serra line, to Liverpool; Glynn line, to Hamburg; Head line, to Belfast, Ireland; Forenede line, to the Baltic ports and Copenhagen; Munson line, to Cuban ports; while the steamship agencies in the port, Messrs. Fowle & McVitée, William Parr & Co., W. W. Wilson, Culliford, Clark & Co., and Daniel Ripley, each have in addition to the regular liners they represent a large number of "tramp" or irregular steamers which assist in meeting the demands of the railways for ocean room.

"Up to September 1, 1900, when the annual statement of the business of the port of Galveston was made, we found the value of the exports was \$86,376,486, and the total foreign and coastwise business a fraction less than two hundred and twenty million dollars.

"We handled twenty-six per cent of all the cotton produced in the United States, thirty-seven per cent of the cottonseed cake and meal, and sixteen per cent of cottonseed-oil. These figures show an increase in percentage over previous years. While Galveston occupies the third place of all ports as a wheat-exporting point, and seventh in handling corn, all this business was handled through Galveston banks, which provide ten millions of capital on which to base transactions. The city thus favored with the terminals of great systems of railways, with well-established steamship lines, twenty-eight feet of water from wharf to

sea, only seven miles away, and transfer charges from rails to steamer lower than any other port in the country, was becoming ideal in conditions as she is in geographical position, and pressing rapidly in the handling of the products of the South and West to the first place. So important a place had been gained, in fact, that Mr. C. P. Huntington found he could no longer ignore this port, and with his characteristic energy he had arranged to establish here the eastern terminal of his great system which binds the Gulf and the Pacific, and early in 1899 he bought a tract of two hundred and three acres west of our present wharf facilities, with a frontage of thirty-three hundred feet, paying \$112,500 therefor. He then bought the Galveston, Houston, and



A WRECKED SHIP AND SMASHED WHARF

Northern Railway for four hundred and seventy-five thousand dollars, and at once began construction of a system of wharves, wholly devoted to the Southern Pacific's business, and up to September 1st expended three hundred and fifty thousand dollars in this enterprise, making a total investment of \$937,500. The fact that Galveston has behind it the empire of the state of Texas, with its 269,000 square miles of territory and three millions population, is alone a sufficient guarantee for its future; and while its growth was slow, the impetus given it by the coming of so great a railway system could hardly be estimated, for, with the business presaged and the immediate expenditure of money, confidence in the prosperity of the people increased opportunities, and development along other lines was felt by all. To give a succinct idea of actual conditions and prospects of this port on September 1, 1900, the following excerpt is taken from the *Galveston News* of that date:

“Galveston's total exports for 1899-1900 were valued at \$86,376,486, compared with \$78,994,652 for 1898-99. A few years ago practically all the business handled through this port was cotton. Exports in other lines have so increased that instead of cotton being the whole thing it is now about seventy-five per cent of the whole. A year ago Galveston held first place as a cotton port. Owing to the short crop in Texas and the good crop in the country tributary to New Orleans during the past season, New Orleans' exports of cotton were larger than the exports from Galveston. Galveston occupies third place as a wheat-exporting point, and seventh place as a corn-exporting point, which is an advance from eighth place, held a year ago. Galveston holds sixth place as a cattle-exporting point, and is thirteenth as a flour-exporting point, which is an advance from fourteenth place, held a year ago. Out of a total of 1,143,704,342 pounds of cottonseed cake and meal exported from the United States during the past year, Galveston handled over one-third. The value of goods exported from Galveston during the past fiscal year far exceed those of any previous year, being nearly \$7,250,000 in excess of the record-breaking year of 1898-99. The exports of grain for the past year exceeded twenty-four million bushels, the largest amount in the history of the port. The list of miscellaneous exports has materially increased the past year. Of the countries showing an increased business with Galveston, Japan takes the lead, exports to that country having grown fourfold during the past year. Germany is next, with an increase of fifty per cent. France shows an increase of about twenty-five per cent. During the past year Galveston handled twenty-six per cent of the cotton exported to foreign countries from the United States, thirty-seven per cent of the cottonseed cake and meal, and sixteen per cent of the cottonseed-oil. Every year shows that Galveston is handling a great percentage of the Texas cotton crop. The cotton exports for 1899-1900 show a decrease in the number of bales compared with the preceding year, but an increase in total valuation, owing to better prices prevailing the past season for cotton. Galveston's cotton exports in 1899-1900 were 1,590,259 bales, valued at \$63,271,221, against 2,028,483 bales, valued at \$57,663,921, for 1898-99. The amount of cottonseed-oil exported shows a decrease, with an increase in valuation. The cottonseed-oil exports for 1899-1900 were 7,277,933 gallons, valued at \$2,183,446, against 7,969,700 gallons, valued at \$1,701,222 for 1898-99. Galveston's total exports of cotton and by-products the past year were valued at \$69,621,397, compared with \$64,016,134 for 1898-99. It is asserted that flour leaves more money per ton in a port than does cotton, and cotton has always held the premium in that particular. If flour leaves as much money in the city as cotton, one flour ship is equal to fifteen grain ships. Galveston's

flour exports have almost doubled during the past year. Galveston has had the biggest season in her history as a grain port, handling about fourteen per cent of the entire wheat exported from this country and about four per cent of the corn. Galveston's corn exports during the past season were 8,094,791 bushels, valued at \$2,900,979, against 3,411,745 bushels, valued at \$1,289,733, for 1898-99. Galveston's flour exports for 1899-1900 were 239,982 barrels, valued at \$885,422, compared with 119,951 barrels, valued at \$466,115, for 1898-99. Galveston's total exports of breadstuffs for 1899-1900 were valued at \$13,132,046, compared with \$11,435,986 for 1898-99. The valuation of the zinc ore exports for 1899-1900 was \$1,033,629, against \$540,260 for 1898-99. The value of Galveston's hog and dairy products for 1899-1900 was \$63,121, compared with \$52,931 for 1898-99. The value of Galveston's



A CORNER IN THE RAILROAD YARDS

Showing great wreckage

lumber exports for 1899-1900 was \$560,473, compared with \$422,052 for 1898-99. The value of sawn timber exports for 1899-1900 was \$178,349, compared with \$28,979 for 1898-99.

“Galveston's total foreign imports for 1899-1900 were valued at \$1,452,737, compared with \$2,912,017 for 1898-99. The foreign imports for the past fiscal year show a decrease from the preceding year, although the business of the past year was the largest in the history of the port except for the banner year 1898-99. The imports of beet sugar show an increase of nearly one hundred per cent, due to the higher prices for sugar prevailing in this country. Cash receipts at the custom-house are not far from what they were in the preceding year, the greatest loss being in the tonnage tax, on account of the scarcity of vessels coming here for cotton. Nearly every country with which Galveston does business shows an increase in imports to this port. The value of the imports of jute butts for 1899-1900 was \$385,907, compared with \$177,715 for

1898-99. The value of binder twine imports for 1899-1900 was \$152,686, compared with \$143,084 for 1898-99. The value of Galveston's cement imports for 1899-1900 was \$186,434, compared with \$189,567 for 1898-99. There is a decrease in the valuation, but an increase in the amount of cement imports. The value of Galveston's coffee imports for 1899-1900 was \$285,267, compared with \$141,839 for 1898-99. The value of chemical imports through Galveston for 1899-1900 was \$50,299, compared with \$48,936 for 1898-99. Notwithstanding the fact that the imports were smaller and the tonnage lighter as a result of the short cotton crop, the cash receipts of the custom-house the past year were within seven thousand five hundred dollars of the receipts for the previous year. The duties are almost as great as the previous year, showing that, while free goods fell off considerably, dutiable goods kept coming. These cash receipts are the barometer of the port. The total receipts at the Galveston custom-house for 1899-1900 were \$200,670, compared with \$209,117 for 1898-99.'

"On September 8th came the destructive hurricane which robbed the city of six thousand of its people, drowned and killed on that fateful night, and swept away thirty-six hundred houses, tearing away the superstructure of almost the entire wharf front. Ships were driven ashore; railway terminals torn and twisted, and equipment overturned and wrecked, submerged and contents ruined—destruction and death everywhere; the railroad bridges leading from the mainland into the city wiped out and miles and miles of track and bridge on the mainland wiped out; all rail and telegraph and telephone communication gone. Words fail to express the desolation and horror of the situation.

"In the midst of the chaos and apparent crush of the world, a few people kept their heads and addressed themselves to the care of the living. Water, which was cut off by the destruction of the works, was in two days again put in supply. Order and law were established, and the work of opening up communication began. The great capitalists who had millions invested in Galveston properties were alive fully to the needs of the situation two days after the storm, and after first caring for the needy and helpless and inspiring confidence in the minds of the people, started in to work out the problem of salvage. All the tracks to the different piers were practically gone, the piers themselves were a mass of *débris*, covering thousands of dollars' worth of cotton and other commodities, while car after car loaded with flour, grain, cotton, and cottonseed products was stretched for miles in every conceivable shape, only to be handled by wrecking cars of great power if it were to be done speedily.

"The bridge from the mainland! '*All hands—*'

"The allied forces of all the great lines united in the construction of

a strong, plain bridge for immediate use. While one system built the bridge, other systems built the approaches and repaired track on the mainland, and the other took up the tangle on the island. In six days the bridge was finished, and when it was announced, the other systems on island and mainland reported *ready*. The line was open from the north to the Union depot in the heart of the city.

“With the coming of the train came friends out of the light into the desolation, bringing comfort, hope, relief. The work of restoration was



WRECKED CARS IN SHIPPING DISTRICT

slow, but one month after the storm every track leading to every pier along the entire wharf front is open for business. Elevator A, of one million five hundred thousand bushels capacity, is delivering grain to ships, and has been for two weeks, and handling into the house one hundred cars daily, notwithstanding the crippled conditions. Contracts have been let by the Galveston Wharf Company for four hundred thousand dollars for putting all their elevator property and wharf sheds into perfect condition on stronger and better lines.

“The railway yards are being rapidly cleaned, and while the storage capacity has been reduced at present fully fifty per cent, this percentage will be reduced month by month until it may be safely promised that

by August 1, 1901, before the beginning of a new season, we will in all respects be fully restored to any demands the business from our tributary territory may make.

"One of the leading factors in the shipping and railway interests is the Mallory line of steamships hence to New York. All of their wharf with the exception of a small section was blown away, but so energetic and forceful were the railway people in the work of repair that not a single ship of that line was withdrawn or failed to sail for Galveston as usual, and resisted all attempts of people who were unacquainted with the situation to divert that line to other ports.

"The territory tributary to this port naturally will always provide a great volume of business. There is no outlet which can be used as advantageously as this port. The vast sums of money in railways, steamships, manufacturing and real property, together with the vast business connections, make the rebuilding of Galveston imperative. The conditions of business all demand its restoration, and when it becomes plain to the individual that wealthy corporations are investing their funds in public utilities, such as gas works, street railways, electric light and power plants, telegraph and telephone lines, railways and great warehouses, bridges costing a million dollars, and are going forward in the carrying out of predetermined plans in the construction of the wharves and yards and necessary buildings, as is shown by the orders of the management of the Southern Pacific Company, confidence in the future of the city should be felt by every man who has a dollar invested here, or by any one who wishes to get in the push with the citizens of an up-to-date city which has a great future backed by money and brains.

"J. H. HAWLEY."

SIX WEEKS AFTER

An idea of the quick restoration of shipping may be gained from the following vivid story by Mr. Richard Spillane, commercial editor of the *Tribune*, on October 19th:

"To any one who saw the Galveston wharf front on the morning after the great storm no more remarkable panorama could be displayed than the Galveston wharf front to-day. The day after the storm the whole shore-line from Pier 10 to Pier 36 was a mass of wreckage, every shed but one was a complete ruin, miles upon miles of tracks had been torn up, the earth was scoured into, and here and there were great hollows where the rushing waters had plowed deep holes, hundreds upon hundreds of loaded cars were wrecked, elevators were crippled, every industry was paralyzed, the city was cut off from all communication with the outside world, six thousand dead were entombed beneath the city's

ruins, the greatest tragedy of the century had been enacted, and it seemed as if it would take a year to ever bring order out of the chaos that confronted the storm's survivors.

"That was the sight in Galveston on September 9th.

"To-day is October 19th. To-morrow will mark the sixth week since the storm.

"This morning, in company with T. J. Anderson, surveyor for Lloyd's,



DESTRUCTION OF RAILROAD ROLLING STOCK—INCLUDING LOCOMOTIVES

This condition extended for miles

a *Tribune* reporter went the whole length of the wharf front as far as it is developed.

"Do likewise if you can spare the time. You will see wreckage and ruins, your nostrils will be offended many times by smells of fearful and wonderful force, the ride will be rough and the noise will startle you if your nerves are unstrung. But you will be rewarded by a sight such as can be seen nowhere else on earth, and one that should make every Galvestonian feel proud of the privilege of being a Galvestonian.

"Remember the picture the day after the storm. Hold that in your memory and then look upon this one.

"From Tenth Street on the east to Thirty-sixth Street on the west the

bay front is lined with great ocean steamships. Some of them are as fine vessels as float the seas as freighters.

"In one slip six mighty ocean carriers, with a total capacity of nearly one hundred thousand bales of cotton, are clustered.

"The sound of the steam hoist dragging the great bales aboard, the heave of the jammer as he screws the precious packages into the smallest possible space in the hold, the rattle of the hand-truck as the 'gobbler' comes rolling the bales along to the slings, the rumble of the drays bringing loads of oil-cake, flour, and other cargo from car to ship-side, the puffing of the locomotives and the crashing of the cars as they are switched in and out of the great long piers, make noise enough to awake the dead; but commingled with these sounds are the raspings of many hundreds of saws and the sharp crack, rack, dack of hundreds of hammers telling the story of the army of builders, who, without interfering with the regiments of wharfmen handling the cargoes, are restoring the immense sheds, rebuilding the piers and the wharves where the storm ravaged them, and making better and stronger the whole dockage and wharfage system of the port.

"The two sightseers of this morning drove over the maze of tracks from Tenth Street to the far west end, crept in between the tiers of freight on the wharves, picked a passage between débris and loathsome holes partially filled with rotting grain from wrecked or damaged cars, surveyed vessels of great beam and unusual length, chatted with captains and with wharfingers, saw a volume of produce that would rival the fabled wealth of the Indies, gazed upon a fleet as rich in value perhaps as the city is to-day, and then they marveled how within six short weeks—six weeks that told a tale more grewsome, more tragic, and more heroic than had ever been told before on earth—a people could so rise from the ruins that imprisoned them, so break the shackles that held them, and so free themselves from the burdens of problems never before given to a community to solve, that commerce could be restored and become almost unrestricted, that the products of the West and the Southwest could be handled in great volume, and that wreck and devastation could be transformed into marvelous activity and wonderful rehabilitation.

"Take the trip in your imagination, if you cannot go in person.

"Look at the scene about Tenth Street. The flood ripped out hundreds of tons of earth, swept the shed of the great pier away, ruined the pier itself, tore away miles of storage tracks, tumbled trains of loaded cars down into the cavernous depths made by raging waters, and made that whole district one great waste of ruins.

"To-day the leviathan steamship Angola of Glasgow lies moored to Pier 10. Between two and three hundred carpenters, looking like

ants perched on the frame of the shed that is to cover the pier, are building from either end and will soon meet. New flooring has been laid on new piling where the old piling was ripped away, and the new Pier 10 will shortly be as well equipped as was the old Pier 10 that was the boast and the admiration of the shipping-men. Back of the pier flat-cars loaded with soil await unloading to fill in the spaces dug by the angry waters. Farther over great heaps of cinders for the surfacing of the newly laid tracks tell how substantial is the work being done.

"Next to Pier 10 comes Pier 12—the pier which suffered the least damage of any along the bay front. On the east side of the pier the Volage, of old and pleasant memory, is loaded deep. She's going to Rotterdam with cotton, cottonseed-cake, grain, and a miscellaneous cargo. The longshoremen were putting the last of her load into her,



SMALL SEA CRAFTS WASHED UP ON THE WHARFS

and it will not be long before she swings out into the channel, turns her nose toward the jetties, and puts away for foreign shores.

"Further in the slip, high out of water, is the big steamship Afghanistan, better known in the Persian Gulf than in the Gulf of Mexico. She will have the wharfmen busy in her holds before many hours pass.

"Out at the end of the pier is the Spaniard called Maria, one of the Serra line boats. She is from Bilbao, and has been coming here for the last nine or ten years. Close to the Spaniard is a barge of cotton, part of which goes into her and part to the Ida and the Romney, which are on the west side of the pier.

"The Ida is a Spaniard like the Maria. Formerly she was the French steamship Peru. She's going to Liverpool with a cargo of cotton and cake.

"The Romney, of the Lamport and Holt line, lies just outside the Ida. The Romney is a whale. She can carry the bulk of twenty thousand bales of cotton. She has six hundred tons of grain, some cotton, and a good bit of spelter in her, but that's not a patch on what she's going to take.

"Deeper back in the slip—Hogan's alley, it is called—is the Spaniard called the Pagasarri, formerly the British steamship Heathville.

"Alongside the Pagasarri is the well-known Holywell of Sunderland, England, commanded by Capt. Fairley Brown. The Holywell is a Tyzack & Branfoot boat, and she has been here many a time. It is to the credit of Alfred Holt that immediately after the storm he cabled the owners of the Holywell that Galveston would be ready within ten days to handle commerce. Promptly upon the receipt of this cablegram the Holywell was ordered to Galveston. That's why Captain Brown is here to-day. The Holywell is going to Havre with cotton and other cargo for the French.

"On the east side of Pier 14 is the Hemisphere, a boat that has been here often enough to find her way in the dark. On the other side of the pier is the Peerless, deep down in the water. She is under the grain-spouts, and hasn't got much more to take in before she will clear for the other side.

"While Mr. Anderson and the reporter were driving around Pier 14, the Malin Head, the first of the Head line boats to come here this season, was being warped to the pier. She is going to take a cargo of cotton and grain to Belfast. The bloody hand of Ulster—the emblem of the Head line—was there on the black smokestack. It's a long time since the 'bloody hand' boats have been here, but there will be at least one, and perhaps two, a month from now on.

"If you want to see two tremendously big boats go to the foot of Fifteenth Street. The Stentor, one of the Culliford Clark boats, at present under charter to William Parr & Co., is there in the slip. The Iran, sister vessel to the Irada, is at the end of the pier. The Stentor is a grand-looking craft. So is the Iran. These vessels are of a style that does honor to the port. Each can carry in excess of twenty thousand bales. Each is of the highest type of the ocean carriers. It's worth the trip, and the smells, just to get a look at these monsters.

"Farther along you see at Pier 17 the Mira, of the Harrison line. You had better go soon or you'll not see her, for she is nearly full of cargo. Next to the Mira is the Basil, of the Booth line—a handy sort of craft.

"Farther on at the same wharf is the white-hulled North Sands. She carried a blue band about her—the badge of mourning. Some one of her owners or some one near and dear to the owners is dead, or that blue band would not be there.

"The North Sands has been here before many a time, first in the command of Thomas Dixon, but now in charge of Captain Hughson.

"That's a curious-looking vessel you'll see just west of the North

Sands. It's the Norwegian Origen. A great reel in the bow and windlasses and other contrivances astern tell her business. She's a cable boat. You don't see that sort of vessel often hereabouts. She's worth a visit.

"But attractive as may be the Stentor and the Iran and the Origen, they do not compare with the Mineola, which lies at Pier 20, or, as it is better known, the brick wharf. The Mineola is new. She's a Hogan boat. Of course you know the Hogans who owned the Lone Star line. The Mineola was built by them on the latest and most approved plans. She is said to be the model boat in Western waters to-day. She's big—very big. She's all business. There are sixteen great cargo derricks that will lift bulk or light freight into her quick as you can bat your eye. There are enough donkey engines to amaze you, and space enough in the holds to stow away the cotton crop of a good-sized county. The Mineola is immense. Too bad she's under the British flag. She ought to be under the Stars and Stripes, but as long as she cannot be, the Union Jack is the next best standard to float.

"Beyond the handsome Mineola is the yellow stack of the North German Lloyd steamship Borkum, just discernible above what remains of the shed of Pier 21. She's getting cargo for Bremen and will not be here much longer. She brought over a good lot of immigrants and is a regular liner.

"While looking at the Borkum another vessel hove into sight, coming up the channel. It was the Harrison liner Dictator. She will go into the Mira's berth as soon as the Mira finishes.

"The spectacle about Piers 20 and 21 is not a pleasing one. The slip formerly occupied by the mosquito fleet is one mass of wreckage. So thickly is it jammed in that you can walk from the shore bulkhead across the slip to the apron of the wharf dry shod. It tells a sad story of the ruin of the small craft of the harbor.

"The same sort of a story, only of a minor degree, is told by the appearance of the slip between Twenty-first and Twenty-third streets. It is still burdened with wreckage. The sooner some of the overturned small vessels are righted and floated and the slip cleared the better.

"The Mallory wharf was in a state of bustle. The Lampasas was discharging cargo brought from New York and preparing to take cargo back. One hundred or more men were busy rebuilding the wharf and the shed. Enough cargo for the interior was on the wharf to load several hundred cars. That's good stuff.

"The wharf front at Twenty-seventh Street, which was stripped of everything in the way of dockage facilities, and which was turned by the storm into a mass of wreckage and general rubbish, is a far different

sight to-day. A hundred or more men were hard at it relaying the floor of the wharf, and far enough advanced with the work to permit the loading of vessels.

"Elevator B—scarred and battered, part of its top off, its sides ripped of sheeting, generally disfigured, and not yet in the ring—loomed up grim and silent as the two sightseers drove by. It will be a big lift to the grain men if B has not been so badly damaged as believed.

"At the east end of the Twenty-ninth and Thirty-third streets wharf lies the Ethelbrytha, taking cargo for Havre. Back of her is the Middleham Castle, one of the port's most frequent visitors. The Middleham Castle is, of course, taking cargo for Antwerp. She always goes there from here. A big gang of men are busy with cotton in the neighborhood, and the scene about the Moody press, which is just in shore from the wharf, was about as lively as you'll ever witness in that part of town. So great a mass of cotton had been accumulated that only one narrow lane could be found through which to force a passage. Dozens of brick-masons and carpenters were at work rebuilding the division walls of the compress, trucks arriving and departing and there was not an idle man in sight.

"Under the great crane of Fowler & McVitie's coal elevator was the steamship Pensacola. The crane was taking out ton after ton of the black stuff, lifting them into the eyrie heights of the elevator, then plunging its long arm deep into the bowels of the ship and picking up more, and keeping this thing up with a regularity and precision only possible with machinery. That was business.

"Back of the coal elevator, however, were two thousand barrels of cement, brought here by the Kendal Castle and spoiled by the storm waters. The two thousand barrels were strewn about over an acre of land. That was ruin.

"There were three steamships in a bunch across the slip from the Pensacola. They were the Eric, the Bernard Hall, and the Santanderino. The Eric is from Cardiff, the Bernard Hall, a West Indian Pacific liner, hailing from Liverpool, and the Santanderino a Spaniard from Bilbao.

"Out at the channel end of the pier is the big Teodoro de Larrinaga, an Englishman with a Spanish cognomen. The Teodoro is taking cargo for Manchester.

"To the west of the Teodoro, at Pier 36, is clustered a fine squadron, made up of five of Mr. Houston's boats and the newly built Woodbridge.

"The Houston boats are the John Sanderson, the Horatius, the Hortensius, the Hilarious, and the Alnmere. The flag of the Sanderson was at half-mast, one of the sailors having died in hospital.

"There were one hundred men at work repairing the wharf and

as many more loading cargo. Three barges with cotton were in the stream near by, freight trains were switching in and out, and there was as much business being done as in the height of the busiest of seasons.

"Six big steamships were at anchor in the roadstead. Another ocean steamship was coming up from the jetties, making the seventh to arrive since yesterday morning.

"The Roma and the Kendal Castle could be dimly seen in the distance, hard and fast aground as they were cast by the hurricane. The Taunton was too far off to be seen.

"Standing at the end of the pier at Thirty-fifth Street you could count thirty-nine ocean freighters within sight. Before the month closes this total will probably be increased to fifty.

"How many men are employed loading the ships, repairing the wharves and piers, moving the freight, and restoring the presses is hard to tell. If you make a trip you will say at least five thousand.

"What a difference within six weeks."



AFTER THE STORM—A DESOLATE SCENE IN THE RAILROAD YARDS.

MANUFACTURING INTERESTS

As Galveston moved forward in shipping upon the attainment of deep water, so her prospects as a manufacturing city brightened upon the success of her present fresh-water system. The status of the manufacturing interests of Galveston, their damage by the hurricane, their restoration and outlook are clearly set forth in the following paper by Mr. Tom Finty, Jr., the alert and accurate city editor of the *Galveston News*:

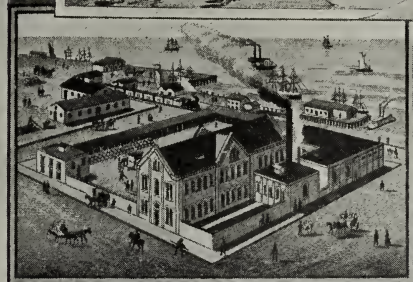
"Although Galveston is known throughout the world as a port, not so much is known or has been said concerning her manufacturing interests. Yet they are considerable, and they form an important part of the commercial life of the city. A few months ago the following statement was made, showing the number of employes and the annual payrolls of the six leading manufacturing establishments:

	NO. EMPLOYES.	ANNUAL PAYROLL.
Galveston City Cotton Mill.....	500	\$117,000
Galveston Bagging and Cordage Company.....	350	125,000
Clarke & Courts, Stationers, etc.....	175	140,000
Galveston Brewing Company.....	---	50,000
Texas Star Flour and Rice Mills.....	---	50,000
Galveston Rope and Twine Company.....	100	35,000
Total.....		\$517,000

"The amount paid out by these establishments for labor annually was more than the cost of stevedoring one million bales of cotton; the payments came weekly and with uniformity. In addition there were some sixty odd smaller manufacturing concerns, and all together they afforded employment to a large number of people.

"The Galveston City Cotton Mill was the largest textile manufacturing plant in the state of Texas. It was equipped with twenty thousand spindles and five hundred and ninety looms. It was built in 1890, and during the period of financial depression was operated at a loss. During the past year, and until the war in China unsettled the cotton goods trade, it ran exclusively on cloths for Chinese trade and was a paying concern. On September 1st the mill was closed down, because of the drop in cotton goods and the steady advance in the price

QUARANTINE STATION, JETTY WORKS AND LIFE SAVING STATION.



THE NATIONAL COTTON OIL CO.
ORTHWEILLS' DOCK AND ELEVATOR



SOUTH JETTY WALL GALVESTON HARBOR.
LEVY BUILDING.



LONG BRIDGE ACROSS GALVESTON BAY



GALVESTON BAGGING AND CORDAGE CO



GALVESTON BREWERY



GALVESTON COTTON MILLS.

of raw cotton. This mill was considerably damaged by the storm; the tower fell in; the dye-house was demolished and hundreds of the windows were smashed in. Temporary repairs were at once made to protect the machinery, but the future of the mill has not yet been determined.

"The Galveston Bagging and Cordage Mill has been profitably operated for several years past in making jute bagging to cover cotton bales. It had closed down for a fortnight, just a few days before the storm, for the purpose of making repairs. The damage to the mill by the storm was chiefly confined to the stock-houses. It was one of the few concerns in the city that carried storm insurance, and therefore was not injured



BEFORE STORM—GALVESTON COTTON FACTORY

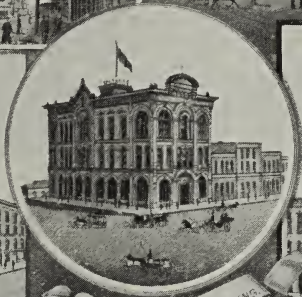
Suffered great loss by storm

financially. The mill was at once placed in repair and resumed operations.

"The Galveston Rope and Twine Company's principal product was binder twine, made from sisal. It was not operated all the year round, generally running long enough to make up a supply of twine for the territory which it supplied. It was not in operation at the time of the storm. The damage, while considerable, is not serious.

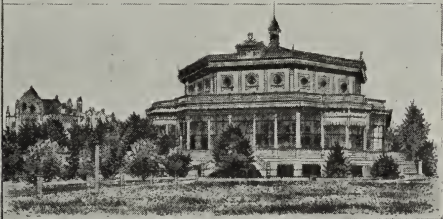
"The printing and stationery establishment of Clarke & Courts is one of the largest of the kind in the United States. It has a trade all over the South and West, extending into Mexico. The plant escaped without injury, except such as was caused by water on the lower floor and rain beating in at the windows. Operations were resumed within a few days after the storm.

"The Galveston brewery likewise escaped without injury, and resumed operations within two days after the storm.



HEYE BUILDING
CITY WATER WORKS & TOWER

WEIS BUILDING.
PAVILION, GARTEN VEREIN.



24TH STREET & STRAND HUTCHINGS SEALY & Co

"The Texas Star Flour Mills is the largest concern of the kind in the West. It engaged very largely in the export trade, principally with the West Indies, Central and South America. The elevator of this mill, which contained about six hundred thousand bushels of wheat at the time of the storm, was considerably damaged, the roof and a portion of the sheathing on the sides being torn off, and the conveyor leading to the wharf front being destroyed. The smokestack was blown down and the boiler-room damaged. The plant resumed operations within about three weeks after the storm.

"At this time, October 15th, the manufacturing concerns of the city have been restored to the condition they were in before the storm, with the exception of the cotton mill, and are going ahead as if nothing had happened.

"TOM FINTY, JR."

GALVESTON HARBOR

More than eight million dollars have been spent by the United States government in developing the harbor of Galveston. This would seem to be a lavish expenditure if it were not also stated that the total sum is saved every year in the reduced freights on farm products of the West which find exit at this port, and on imports which enter here. Galveston is seven hundred miles nearer than the Atlantic ports to the agricultural fields of the West, and with deep water here the short haul becomes the basis of transportation rates.

This geographical situation and commercial condition explain the generosity of the Federal government. The appropriations were not gratuities to a favored city, but the means of equipping a port for the use of the Trans-Mississippi country.

The harbor of Galveston is the deepest and best of any on the Gulf of Mexico. It has the advantage of immediate proximity to the sea, without the hazard and expense of a tortuous and expensive channel from ocean to port, and yet is safely landlocked. It is the only port west of New Orleans with a foreign trade of any magnitude, and since it became a deep harbor its commerce has grown by leaps and bounds. The harbor has an anchorage area of nineteen hundred and sixty acres, of which fifteen hundred acres have a depth of more than twenty feet and four hundred and sixty acres a depth of more than thirty feet.

The jetties, widely known as one of the most stupendous and successful engineering feats of the century, are two great walls of stone, beginning at the mouth of the bay and extending out to deep water in the gulf, three miles apart at the base and narrowing at the sea end to one and a half miles, so constructed as to confine the outflowing tides and cause erosion of the shallows or bars which formerly obstructed the entrance to the harbor. The south jetty begins at the eastern extremity of the island and is six miles long. The north jetty begins at the extremity of Bolivar Peninsula, which projects much farther seaward than the island, and is five miles long.

Prior to the construction of these jetties, the waters of the ebb tide flowed out of the bay through a wide waste, dissipating their force, and deposited their suspended sediment as they eddied into the still waters and feathered into the littoral currents of the gulf. The jetties compel the same volume of water to flow through a narrow outlet and conse-

quently increase its velocity. The effect is to make it not only carry its sediment but to scour away the deposits of ages.

The philosophy is as simple as the plan is effective, and it is worthy of note in this connection that the deep water project at Galveston, conceived and executed by the corps of engineers of the United States army, against earnest and sometimes bitter protest by other professional men of renown, is a monument to their wisdom and skill. Not only was the work done at a cost of one hundred thousand dollars less than the estimated expenditure under the last contract, but deep water was obtained a full year before it was promised by the engineers.

As far back as the beginning of this century the outer bar had a depth of water varying from twelve to twelve and one-half feet, and this was maintained after the founding of the city. About 1866-67 an inner bar formed across or near what is termed "the narrows," off the eastern end of the island, caused by the sinking of obstructions during the Civil War. This bar at one time shoaled to a depth of nine and one-half feet, but was partly removed by, and at the expense of, the City of Galveston, by a small jetty put down under the supervision of the late Capt. Charles Fowler.

Prior to 1874 the work of improving the harbor proceeded by fits and starts owing to the inadequate appropriations made by the United States government. One of the plans was the sinking of a jetty of gabions filled with sand. The storm of 1875 swept the gabions away and scattered them along the Texas coast for miles, and the plan was abandoned. It was then determined to construct a rock jetty, the foundations to consist of brush mats, made in the harbor, and towed to the east end of the island and sunk by rock which was dumped upon them. This course of procedure was slow, expensive, and frequently retarded by want of funds.

The importance of a more speedy plan of operations to make Galveston a deep water port was realized not only here but in the Trans-Mississippi states which were seeking an outlet on the gulf, and resulted in the holding of deep water conventions and the formation of a deep water committee to present the matter to Congress and urge the making of an appropriation of sufficient amount to carry the enterprise through to a successful termination.

The subject of the improvement of the harbor was referred to a board of United States engineers, and they adopted a project which had in view a possible depth of thirty feet of water by constructing two converging jetties to a height of five feet above mean low tide and extending them outward to the thirty-foot contour in the gulf, the action of the tidal scour to be supplemented by dredging. The estimated cost of the work was seven million dollars, and after much hard

WASHINGTON HOTEL.



TEXAS BANKING & INSURANCE CO.



MOODY BLOCK.
HARMONY HALL.



TREMONT HOTEL



COTTON EXCHANGE VIEW ON MECHANIC & 21ST STS



BEACH HOTEL.

work the act was passed by Congress, and the signing of the bill by President Harrison was the occasion of great rejoicing in Galveston and throughout the West.

The contract for both the south and the north jetties was awarded to O'Connor, Laing & Smoot, of Dallas (afterward the Galveston Construction Company) in 1891.

The work was pushed steadily forward, and even before the completion of the south jetty, there had been an increase in the depth of the water on the outer bar; the government report in June 1892 showing a depth of thirteen and one-half feet. The entire work was completed some two years ago, and has resulted in a depth of twenty-six feet at mean low tide on the outer bar, an increase of fourteen feet since the inception of the work, and a depth of twenty-six feet on the inner bar at mean low tide and in the widening and straightening of the channel. At ordinary high tide the depth is some two feet more. In addition to the jetties the engineer department had the powerful dredge Gen. C. B. Comstock constructed, and put to work on the bar, where she performed excellent service, and is still in commission.

The execution of the final contract was under the direction of Maj. Charles J. Allen for the first two years, then under Maj. A. M. Miller for four years, and was completed under the direction of Capt. Charles S. Riche.

The annual report for the fiscal year ending June 30, 1898, in reviewing the progress of the work, says:

"The estimated cost of the project was seven million dollars in addition to the sums previously spent, which amounted to \$1,478,000, making the aggregate cost of this improvement \$8,478,000. The total amount expended under the plans of June 30, 1897, was \$7,901,364.89, with an additional sum of one hundred thousand dollars subscribed by the City of Galveston in 1883. The expenditure resulted in a depth of twenty-four and three-fourths feet at mean low tide on the outer bar, an increase of twelve and three-fourths feet since the work began, and a depth of twenty-five and one-fourth feet at mean low tide on the inner bar, an increase of fifteen and one-fourth feet during the same period. This increased depth of water enables vessels to load to their full capacity at the Galveston wharves, thereby making the lighterage of cargo no longer necessary. Commerce has been greatly benefited by the improvement of the harbor as shown by the increased size and tonnage of the vessels using the port, and the large increase (1,720,242 tons) in the amount of freight handled. The total amount of ocean commerce transported to and from Galveston during the fiscal year was: Cotton and cotton products, 630,930 tons; grain, 359,097 tons; coal, 169,002 tons; wool, 6,406 tons; ore, 3,370 tons; sugar seven tons;



RES. OF MRS H. ROSENBERG.



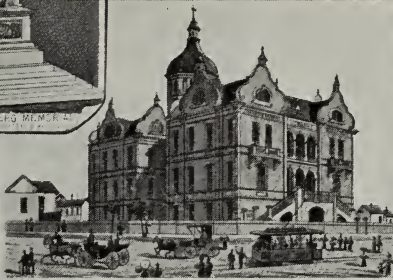
H. ROSENBERG PUBLIC SCHOOL.



H. ROSENBERG MONUMENT



ROSENBERG ORPHAN'S HOME



LETITIA ROSENBERG WOMAN'S HOME



ST. MARY'S INFIRMARY



CATHEDRAL PARISH SCHOOL

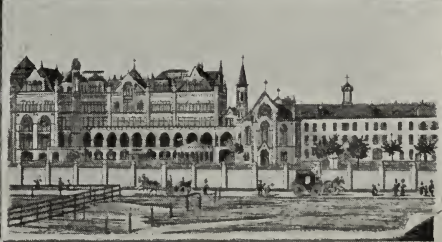


ST. MARY'S COLLEGE

SACRED HEART CHURCH.



URSULINE CONVENT, FRONT



URSULINE CONVENT, REAR.

and general merchandise, 1,762,592 tons. It will be necessary for a time at least to maintain a dredge at Galveston to remove any shoaling that may take place in the improved channel, and it is estimated that fifty thousand dollars will be required during the next fiscal year for the maintenance and operation of the dredge belonging to the improvement."

When the work was begun under the revised project, the engineer department reported as follows: "It is expected that the jetties, when the channel is once formed, will maintain some such depth as twenty-five or thirty feet. They will maintain practically all the depth that could be maintained by tidal currents, between any jetties, however near each other, but will not involve the danger specified of close jetties."

That the work has proven eminently successful is evidenced by the depth of water now on the bars, unofficially reported as from twenty-six and one-half to twenty-eight feet, and the character of the vessels visiting the port which embrace ocean-going steamers of the largest size. Within the past year the cruiser New York and the battle-ship Texas, of the United States Navy, both deep draft vessels, passed in and out of the harbor entrance without the slightest difficulty, and both had plenty of water under their keels.

While the official report as to the damage to the jetties by the hurricane of September 8, 1900, has not been made public, those who have examined them state that it is not serious. The foundations appear to have sunk somewhat, and there are a few gaps in the walls. Of course the remains of the wooden superstructure of the old jetty railroad was torn from its fastenings and washed away, but the greater portion of the work withstood the gale.

Much of the wreckage along the wharves was cleaned away shortly after the storm and within a few days large ocean steamers were loading and unloading cargo. With the beginning of October the harbor front was lined with vessels taking on freight, and that only four weeks after the severest hurricane ever known in the Gulf of Mexico had passed over the island.

To the foregoing statement of what has been accomplished it is appropriate to add the following explanation, from the *Galveston News* of September 1, of what the government engineers contemplate in the way of further developments:

"In the matter of improvements in and about Galveston the movement inaugurated for a revision of the harbor lines in Galveston Bay constitutes one of the features during the past year. This very important proposition includes not only an extension of the harbor lines, but the widening and deepening of the ship channel and a general improvement and expansion of facilities to place Galveston among the greatest ports

of the world. The proposition was formally introduced to public notice and thoroughly outlined at a conference held in Galveston last May. Col. H. M. Robert, divisional engineer, United States Army, who outlined the plan, presided over the conference of representative citizens at that meeting. The idea was to harmonize the various private and public enterprises, present and prospective, by deciding upon some plan of development.

"In explanation of the proposed improvements the *News* prints three maps, kindly prepared for it, on request, by Capt. Charles S. Riche, United States Engineer in charge of this district.

"The first map shows the harbor as it now exists.

"The second shows the plan of the harbor if improved according to the existing harbor lines along Galveston Island, Pelican Island, and Bolivar Point and the mainland.

"The third map shows the plan of the harbor if improved according to the suggestions of Colonel Robert.

"At the present time, and for years past, the northeast winds sweep a large volume of water down from the vast expanse of Galveston Bay, making a swift current, which divides on Pelican Island. One branch of the current runs to the north of Pelican Island and out through Bolivar channel and the jetties to the sea. The other branch runs to the south of Pelican, between Pelican and Galveston islands, through Galveston channel, and between the jetties to the sea. This latter branch of the current to some extent deposits sand in the Galveston (inner harbor) channel, necessitating dredging to keep it open. The deposit is heaviest at the junction of the two currents, just before they pass into the jetties, the deposit having formed and extended Pelican spit and creating a large area of flats, which have encroached upon the navigable channel of the inner harbor.

"The growth of the shipping of the port has brought a larger class of vessels than visited this harbor during the shallow water days, and during the past two years considerable difficulty has been experienced in handling the large vessels on account of the narrowness of the inner harbor channel. Efforts were instituted last winter to secure congressional action for the deepening of the channel to thirty feet and widening of it to about twelve hundred feet.

"At the last session of Congress a joint resolution was passed calling on the government engineers to make a survey of the inner channel of Galveston harbor and report upon the feasibility and commercial value of widening and deepening the channel and the cost of the improvement. The report will be made to the next session of Congress.

"In considering the necessity for widening and deepening the Galveston channel and protecting it from shoaling it is proposed that the

harbor lines of Pelican Island be extended, so as to leave a channel twelve hundred feet in width and of suitable depth between the two islands, the flats on either side of the channel to be bulkheaded and filled in and transformed into docks.

"This channel, Colonel Robert contended, could be protected by closing it at the upper or western end by throwing a dam across from Pelican Island to Galveston Island at a point about midway between the western limits of the City of Galveston and the bridge of the Galveston, Houston and Northern Railroad (Southern Pacific). This dam would exclude the current from the north and thus no sedimentary deposit in the channel would occur, save such sand and dirt as might be washed into it from Galveston Island, and the amount of such deposit would be so small that the cost of removing it would be very slight. This plan, while good from a navigation standpoint, Colonel Robert said, could not be followed, because it would prove unsanitary, as the water in the inner harbor channel would be still.

"He, therefore, suggested that instead of closing the Galveston inner harbor channel at the upper end that it be left open, and that in lieu of the dam at the end of the harbor channel a dike be thrown across from Pelican Island to the mainland. This dike, he said, would turn the entire current from the north bay into Bolivar channel and all of the volume of water would pass to the north of Pelican Island in its course to the sea. This would prevent the sedimentary deposits in the Galveston inner harbor channel, and the accelerated and concentrated flow would exercise a beneficial effect upon the channel between the jetties, forming an entrance to the harbor.

"If Pelican Island should be filled to a height of eight feet above mean low tide (about the same as Galveston Island), with the dike from Pelican Island to the mainland built to the same height, the dike and the island would form a wall diverting the heavy storm tides from the northeast and thus protect Galveston from overflow.

"The western portion of Galveston Bay, the narrow arm extending between the island and the mainland, from the point where the railroad bridges cross to the mainland to the western end of the island (known as west bay), has served as an outlet for the surplus waters of these storm tides, the relief thus afforded preventing them from overflowing Galveston Island. But with a dike constructed from Pelican Island to the mainland diverting the currents and storm tides from the north bay into Bolivar channel, government engineers consider that it would no longer be necessary to keep the west bay passage open, except for such width as may be necessary for the navigation of the small craft which ply that waterway. So it has been suggested that Galveston Island be joined to the mainland by a great causeway extending from the island to

FIRST BAPTIST CHURCH.



GRACE EPISCOPAL CHURCH.



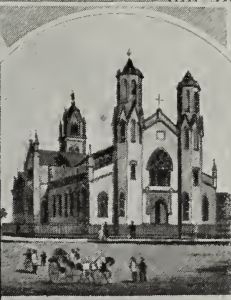
Y.M.C.A. BUILDING OFF OF THE LATE H. B. BENTLEY.



ST. PATRICK'S CHURCH.



ST. JOHN'S CHURCH, M.E. SOUTH.



ST. MARY'S CATHEDRAL 'R.C.

BALL HIGH SCHOOL.



AVENUE 'K' SCHOOL.



AVENUE 'L' SCHOOL.



EATON CHAPEL.



FIRST PRESBYTERIAN CHURCH.



HEBREW SYNAGOGUE.

Virginia Point, the point where the railroad bridges and the county bridges cross, leaving a channel of say three hundred feet in width for the small vessels. It does not seem reasonable that the railroads, nor the county, nor anybody else who wants to cross from the mainland to Galveston Island, should be forced to maintain two miles of trestle-work, involving heavy expenses for maintenance on account of the ravages of the teredo upon the piling. The suggestion has been made that if the passage between Pelican Island and the mainland shall be closed by a dike such as mentioned that the railroads and the county be permitted to fill the space between Galveston Island and Virginia Point, with the exception of a three-hundred-foot channel, making a causeway extending say eight feet above the water, and to lay their tracks thereupon. The importance of this suggestion to the railroads in particular may be understood when it is stated that the Southern Pacific Company had planned to construct a double-track steel bridge between Galveston Island and Virginia Point, at a cost of one million dollars, but if permitted to build the causeway the company can bring its tracks across the bay for two hundred and fifty thousand dollars, permanently protecting the causeway and avoiding expenses for maintenance.

“By referring to the third map printed in this connection a good idea of the plan will be obtained. It will be noted that a large basin will be left between the Pelican Island dike and the Virginia Point causeway. This basin will have an area of seven hundred acres, and it is estimated that the current afforded from the rise and fall of the tide in this basin will be sufficient to keep the water in the Galveston inner harbor channel in constant motion, thus assuring its purity and removing the objectionable feature in the plan first suggested.

“The suggested improvement of the harbor involves a vast amount of work, and necessarily it will require a good deal of time to bring about such a gigantic improvement in its entirety. But the plan has received the unqualified approval of the various interests concerned, and already steps are being taken to have the harbor lines extended in accordance with these suggestions and to pave the way for a realization of these plans.

“An important step has already been taken in this great work. The cutting of the Texas City ship channel from Bolivar channel to Texas City, on the mainland, has been started. The route of this channel is shown on one of the maps accompanying this article. The material excavated from this channel will be spoiled on the west side of the channel. This will be sufficient to make a dike one hundred and twenty-five feet in width and about seven or eight feet above the top of the water from Pelican Island to the mainland. The material excavated from this channel will form the dike suggested in the plan. With the

creation of the dike it is probable that the Southern Pacific Company will abandon its plan of building a steel bridge, and will ask, instead, for permission to make a causeway between Virginia Point and Galveston Island; and the other railroads will probably ask permission to fill their bridges.

“The building of the Pelican dike will also be of great benefit to the Texas City ship channel. As the bay now stands the currents and storm-tides would cross the Texas City channel almost at right angles, dropping sediment into it, and requiring it to be kept open by dredging at considerable expense. But with a dike on the western shore of the channel these swift currents from the north bay will be turned directly into the channel, and in the course of the waters to the gulf will keep the channel swept clean. Since the concentration and directing of the currents will have a tendency to benefit the channel between the jetties, all who now use or expect to use the Galveston harbor entrance to reach their respective ports view the plan with favor.

“The railroads can also reach Pelican Island by constructing tracks on the dike from the mainland, and also by building a bridge across the Galveston channel, this last mentioned crossing, as planned, requiring but twelve hundred feet of bridge work. The ease with which the island can be reached on either of these routes will make Pelican a more desirable place than ever before for docks and terminals. The suggested plan of development will also largely increase the area available for terminals and the harbor frontage available for docks.”

LIGHTHOUSES

The lighthouses in Galveston harbor consisted of a small light at Fort Point, the building being erected on iron screw piles, and a large iron tower on Bolivar Peninsula, nearly a hundred feet high. Both these structures withstood the force of the gale. Galveston Lightship No. 28, moored in Bolivar Roads, between the jetties, was driven from its moorings and went ashore. The lighthouse at Half Moon shoals, eight miles from Galveston, which stood on iron screw piles was swept away and the keeper drowned. The lighthouse at Redfish bar, some twenty miles from the city, passed through the storm safely, although in imminent danger, as a large steamer which was being swept before the gale passed within a few feet of it.

SOUTHERN PACIFIC TERMINALS

The most important commercial event in Galveston's recent history was the establishment here of the Southern Pacific railway and steamship system's terminals. The Southern Pacific is the greatest transportation company of the West, and its selection of Galveston as its chief Gulf terminus means the accession of an enormous volume of traffic.

The work was well under way at the time of the storm and ships were to have taken cargo by September 15th. In common with other wharf and railroad properties, the Southern Pacific suffered heavy losses by the hurricane, but repairs are making as fast as men can work and material can be secured.

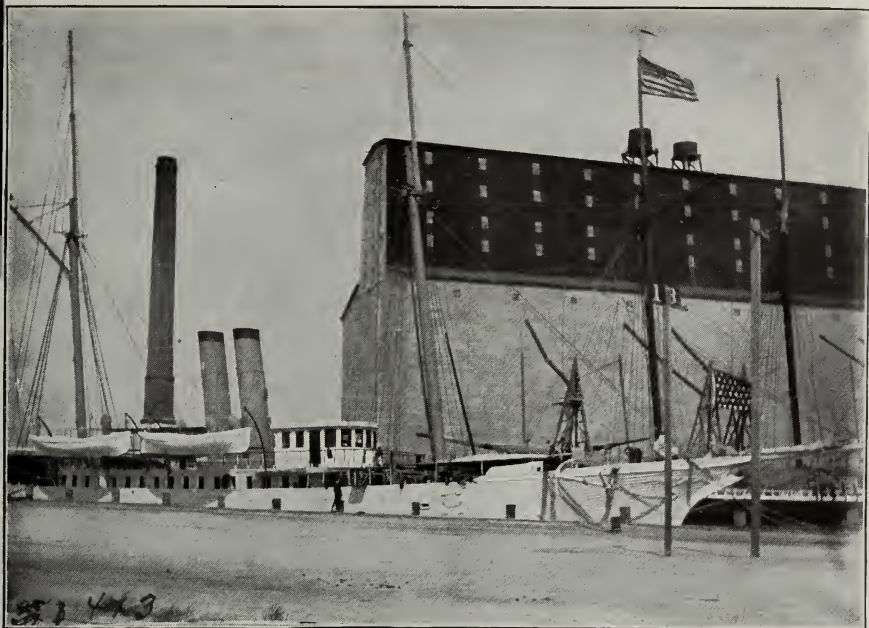
The following account, from the *Galveston News* of September 1, gives an accurate idea of the scope of this great work:

"In its review of the trade year 1898-99 the *News* had the pleasure of stating, as an event of the year, that the Southern Pacific Company had decided to make the port of Galveston a terminus for the meeting of its rail and steamship lines; that property had been purchased here for railroad terminal and wharf purposes; that it was expected that the company would soon acquire or build a railroad connecting its rail system with the city, and that one of the hopes which the people of Galveston had cherished for years was about to be realized.

"In this review the *News* has the further pleasure of stating that the Southern Pacific has its rail line into Galveston and has for several months past been operating its trains in and out of this city; that the development of its wharf and terminal property is now well advanced, and that within a few days ships will be discharging and receiving freight over the wharves.

"For many years the people of Galveston hoped to see the Southern Pacific make Galveston its terminal. Along in the eighties Mr. Collis P. Huntington, the late president of the company, said he would bring his lines into Galveston when there should be a navigable depth of twenty-five feet in the channel entering the harbor. From that time on the people of Galveston confidently believed that the Southern Pacific lines would use this port, and they wavered not in their belief and expectation, notwithstanding predictions and arguments to the contrary. They were firm in their conviction that the lines would come here for two reasons; first, because they had confidence in Mr. Huntington, and they

knew no reason why he should idly declare that he would bring the lines here contingent upon a certain development, the realization of which they felt was certain; and, secondly, they had confidence in this port and believed it would be wise and business-like for a company situated as was the Southern Pacific, engaged in the character of business in which it was engaged, to utilize the port of Galveston. That Mr. Huntington did not make good his promise or declaration immediately after



BEFORE STORM—REVENUE CUTTER GALVESTON AND ELEVATOR A, ONE OF THE LARGEST IN THE WORLD

Damage done by storm to all elevators was soon repaired and they are in operation

there was twenty-five feet of water in the harbor entrance, did not shake the faith of the people of Galveston. It was but natural that the effect of the harbor improvement should have been noted for a time, and it was understood that some of Mr. Huntington's associates, who were largely interested in New Orleans properties, and whose interests clashed somewhat with his interests, opposed his proposition to bring the Southern Pacific lines to Galveston. But the delay only served to spur the people of Galveston to activity, and when Mr. Huntington indicated that the time was at hand when he was ready to bring his lines to Galveston and to use the port, the people of this community put forth every effort to meet his requirements and to remove every obstacle

which might make it difficult for him, dealing as he was with some associates who disapproved of his plan, to carry out his wishes. Every obstacle was overcome. Property for the wharves and terminals of the great transportation system was purchased here, and the development of the property commenced. Then Mr. Huntington bought a rail line to connect the Southern Pacific system with its new terminal, and a few days later he rode into Galveston over his own rails to attend a banquet given in his honor by the Galveston Chamber of Commerce. At that banquet Mr. Huntington announced that Galveston was to be the principal eastern terminus of the Southern Pacific Company; that the business of the Texas lines of that company would be concentrated at Galveston, and that its transcontinental business would likewise be handled here.

"The importance of this announcement may be understood when it is stated that the lines of the Southern Pacific in Texas, owned and controlled, aggregate more than one-half of the total railroad mileage of the state, and that a very considerable portion of the business of these lines has not heretofore been handled through Galveston; and that no part of the immense transcontinental traffic of the Southern Pacific company has ever been handled at this port. The use of Galveston as the principal eastern terminus means, therefore, a large increase in the business of the port. The system as a Galveston line will not merely divide the existing business of the port, but, as has been remarked, the Southern Pacific will, like the old lady, "bring her knitting with her." This additional business, handled by a powerful system which has become an ally of Galveston, will increase the importance of the port and will secure to it all the benefits which are to be derived from a great volume of business—a great lever for equitable treatment in the matter of rates, a magnet to attract a greater amount of shipping.

"Recently there have been published some silly stories to the effect that the death of Mr. Collis P. Huntington would result in the abandonment of the plans which he made for the use of this port. Galveston people are not in the least worried by these statements, simply because they know that Mr. Huntington made his plans for the use of this port simply because it was a good thing to do, from a Southern Pacific standpoint. If the people of Galveston had believed that Mr. Huntington was actuated by mere caprice, whim, or hobby in coming to Galveston, that he planned to expend several millions of dollars just for the fun of the thing, they would not be anxious or desirous that he should take the step, for while it might have resulted in temporary benefit, it would inevitably have ended in injury to the port. Knowing, however, that he had, after careful study of the situation, decided that the Southern

Pacific property would be benefited by using the port of Galveston, the people welcomed him, and they believe that the same good reasons which actuated Mr. Huntington in proposing this step to his associates and winning them over to his views are forceful enough to impress those who will control the property in the future to carry out the plans which he laid. Only within the past few months Mr. Huntington acquired absolute control of the Southern Pacific. The discordant element which opposed his views and plans in many things was thrust aside, and his associates from that time forward were men who entertained the same views as himself with respect to the policy of the company. Now that he is dead, his interest in the Southern Pacific passes to his heirs, one of whom, Mr. Henry E. Huntington, his nephew, now vice-president of the company, and likely to become its president, has been actively interested in the Galveston development. He came here with his uncle on several trips connected with the Galveston plans, and at the time of his uncle's death was really in direct control of the Galveston developments and other improvements of the properties.

"Mr. Collis P. Huntington believed that the Southern Pacific Company would be benefited by using Galveston for the business of its Texas lines and for the handling of its transcontinental traffic, because a saving of three hundred and sixty-two miles in rail haul would be accomplished, and because a saving of something like twenty-four hours in the time on transcontinental freights can be made through this port, as compared with New Orleans. That Mr. Huntington's successors in the Southern Pacific should dream of throwing away such advantages could only be accounted for on the theory that they were indulging a hobby or that they had interests apart from those of the Southern Pacific company which they were anxious to subserve. Believing that those who succeed Mr. Huntington in the Southern Pacific are not afflicted with a hobby and have no such interests to subserve, but that they will act for the best interests of the property, Galveston people feel secure that the plans which have been laid will be followed and that the great work of development at this port will go steadily forward, as it is now progressing, until a great system of terminals shall have been created and a great volume of commerce shall be passing over them, adding to the business of the port and its importance.

"From the standpoint of building, commerce, and transportation, the most important development of the year at Galveston was the inauguration and prosecution of the work upon the wharves and terminals of the Southern Pacific Company, together with the purchase by that company of the Galveston, Houston and Northern railway which furnishes an inlet for that great system of railroads to this port and forms the connecting link between the railroad and steamship systems.

"The property which the Southern Pacific Company purchased for wharf purposes at Galveston early in 1899 lies north of Strand, or Avenue B, and between Forty-first and Forty-second Streets. Its area is two hundred and three acres, and it has a frontage of three thousand three hundred feet on Galveston Bay, with a depth ranging from one-half mile to nearly a mile. It adjoins, on the west, the property of the Galveston Wharf Company.

"Following the passage of ordinances by the Galveston City Council, and the passage of a bill by the Legislature, confirming the title to the property and relinquishing the control of the city over the streets across it, a corps of engineers was sent here, in charge of Mr. George W. Boschke, assistant engineer of the Southern Pacific Company, during the summer of 1899, to take charge of the work of development. Surveys of the property were made and plans drawn for its improvement. The work of wharf construction was actually begun in October, 1899, and has been carried forward steadily from that time up to the present, with as much expedition as the supply of timber, iron, and machinery would permit.

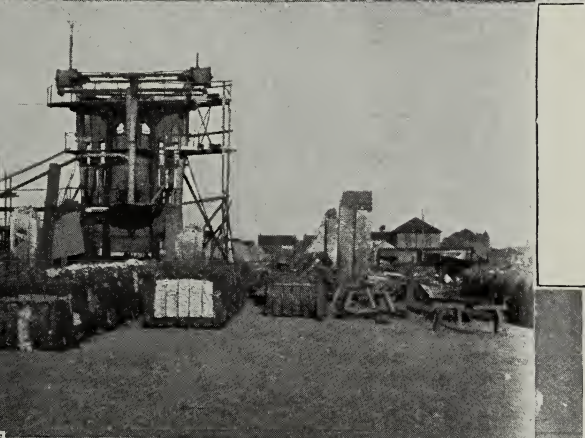
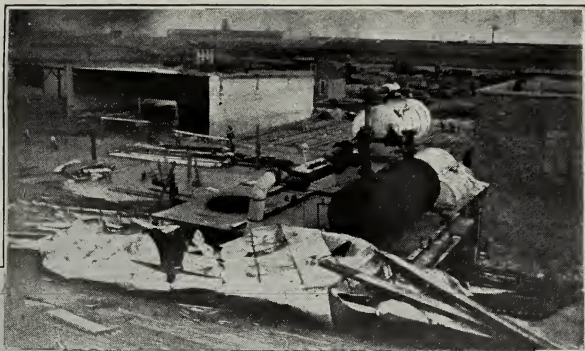
"The plans for these wharves contemplate that nine piers shall be built, but the work until recently has been upon two piers, the third pier having been started within the past month. Of the two piers begun in last October, pier B is much the larger—in fact it is the largest pier in the world. Recently the work has been concentrated almost entirely upon pier B, in order to have it ready for this season's business, and the work has now progressed so far that it is only a matter of a few days until a berth for one ship will be ready, and room for additional ships will be provided in short order.

"Pier B is fourteen hundred feet in length from the head of the slip to the channel, and is six hundred and fifty feet in width. There will be nine acres of sheds upon the pier, and there will be berth-room for seven large ships, lying in single file, while there will be plenty of room in the slips to pack the ships in two abreast at each of the piers, leaving room enough down the middle of the slips for tugs and barges to pass.

"Mr. Huntington has said that when the Southern Pacific came to Galveston it would come "right," and when he bought the water front property here he said he would create the finest system of terminals in the world. Everything that has been done here thus far indicates that his remark was not an idle one. The plans of the wharves and terminals, and the work thus far done upon them, have all been in line with the design to save time and expense in the handling of the freights of the company. The very best materials obtainable have been put into the wharves; the construction is massive and calculated to withstand the wear and tear and the ravages of time; in arrangement and appli-

ances the wharves are splendidly adapted to the expeditious and economical handling of freights.

"It is designed that the ships of the Morgan line—the New York-Galveston steamship service of the Southern Pacific—shall unload at the end berth of pier B. The arrangement of the tracks is such that three hundred and twenty cars can be parked at this end of the pier to receive the freight from the ship. The cars will point at right angles to the ship and will



WRECKAGE IN A COTTON COMPRESS YARD AND
WAREHOUSE

Work resumed and press operating

thus be easy of access. Further back on the pier, and centrally located, there will be a battery of tracks, sufficient to load two hundred and seventy-five cars, and this yard will be drawn upon for additional cars as

the unloading of the ship progresses. Freight conveyors, operated by electric motors, will be used to carry the freight from ship to cars and from cars to ship. When a ship has completed unloading—and it is calculated that three thousand five hundred tons of freight can be discharged in eleven hours or less—the vessel will be shifted to one of the side berths to take on her return cargo, making room at the end berth for the next ship from New York. It is anticipated that when the New York service is in full blast there will be a ship a day. Freight conveyors will also be used at the side berths. There will be twenty-eight of these conveyors on pier B—eight double conveyors and twelve single conveyors—making this pier the best equipped mechanically of any pier in the world. Each of the conveyors will be operated by an electric motor, the electric “juice” for which will be generated by a five-hundred horse power plant located on the pier.

“With such equipment as this it is calculated that the time on transcontinental freight can be reduced considerably below the time now made via the New Orleans route, which, as has been stated above, was the great inducement to use the Galveston route. The distance by water from Galveston to New York is but little more than the distance from New Orleans to New York, but the trip up the river to New Orleans offsets the advantage in distance, so that ships make this port in practically the same time that they make New Orleans. Landing transcontinental freight at Galveston in the same time as at New Orleans, but three hundred and sixty-two miles nearer the Pacific coast, it is easy to see that the Southern Pacific can greatly reduce the time on that freight, while also reducing the cost of transporting it.

“The property which the Southern Pacific bought for its wharves was mostly under the waters of Galveston Bay. At Forty-first Street the width of the land submerged was less than a block, and further west, as the shore line receded from Avenue B, the unsubmerged land widened to several hundred feet. The flats, or submerged lands, extended out to the harbor lines—that is, to the inner harbor channel, or the place where the war department has said the channel should be. In converting this property into wharves the modern practice of building keyed piers out to the harbor line, with slips between the piers, has been followed. The slips make safe havens for the vessels, and at the same time greatly increase the berth-room for ships. This will be easily understood when attention is called to the fact that while the channel frontage of the property which the Southern Pacific bought was but three thousand three hundred feet, there are three thousand four hundred and fifty feet of berth room at pier B alone.

“In constructing these piers a line of bulkheading was built on the line of Forty-first Street straight out to the harbor line, thence back toward

the shore, but bearing westwardly some sixteen hundred feet (inclosing a triangular strip of flats to be known as pier A), then turning and paralleling the harbor lines for a distance of two hundred and forty six feet seven inches; thence northwardly fourteen hundred feet to the harbor line; westwardly with the harbor line six hundred and fifty feet; thence southwardly and toward the shore fourteen hundred feet, forming the inclosure for pier B, and thence continuing southwestwardly to the extreme southwestern corner of the property, forming the inclosure for



THE LOSS TO RAILROADS IS HEAVY

Out of hundreds of cars but few were left on the track

the railroad yards. The space between the two piers or keys was left for the slip. A line of bulkheading is now being driven to form the east side of pier C and the west side of the slip between piers B and C. The bulkheading, with the shore, formed an immense basin, into which the sand and clay was pumped by dredges in converting the places between the piers into slips. This served the double purpose of filling in the flats for wharves and railroad yards and providing deep water in the slips to permit the entrance of large vessels.

“The bulkheading is built of creosoted piling and timbers, driven into the ground, and it forms a solid bin. All of the timbers that go into the wharves where they will be exposed to the water must be heavily creosoted, else they will quickly succumb to the ravages of the teredo. The treatment is very expensive, a creosoted pile costing about forty-

five cents a foot, whereas, an untreated pile can be had for about one-ninth that price. The bulkheads of the Southern Pacific wharves were constructed of heavily creosoted piling driven eight feet apart, bracing and giving stability to the solid wall of sheet piling, constructed of a double tier of creosoted planks driven endwise into the ground. This part of the work was the slowest and most tedious. In the beginning most of the driving was done with floating pile drivers, but later the drivers were carried along on top of the wharves. Strong as this bulkheading might seem, the enormous weight of the sand which it was designed to hold when pumped back into it is such that it was necessary to provide anchorage from the inside. This was accomplished by driving two rows of "anchor piles" back of and inside the bulkhead. Large iron rods connected the bulkhead with this anchorage and held it firmly. The anchor piles are uncreosoted, for when covered with sand they are not exposed to the teredo. Still further anchorage was provided in a like manner at the points where the freight conveyor machinery is placed, as there will be greater strain at those points than at others.

"But that wasn't all the piling necessary. Outside the line of bulkheading and in the slips, and also at the end of the piers, two rows of creosoted piling were driven to support the aprons of wharf platforms, and outside of these fender piling were driven to protect the wharves from the jamming of ships. Inside pier B and all over it hundreds of piling have been driven to support the shed posts. The bulkheading on the Forty-first Street line runs a clean two thousand six hundred feet to the harbor line. That gives a pretty good idea of the bigness of the wharves.

"The bulkhead extends ten feet above mean low tide, sufficient distance to place the wharves easily above the highest tides. When the bulkheading was sufficiently advanced to hold the sand to be pumped from the bay, dredge No. 6, the big new machine of the Bowers Southern Dredge Company, began work in the slip between piers A and B. This machine has a rotary cutter, adjusted to work on the bottom of the bay, to tear loose the hard packed sand and mud, which is pumped up with water through a large pipe, and forced along by powerful pumps through a line of piping, fifteen inches in diameter, which can be directed to any point where it is desired to place the material. The pipe is supported across the water on pontoons, and on land is placed on stilts. The water carrying the sand and mud is sent through the pipes under enormous pressure and at a very rapid rate. It is necessary to keep it going fast in order to prevent the sand and mud from depositing in the pipe, and also to get the work done rapidly. The stream, as it discharges from the pipe, is a black, dirty looking torrent,

larger than a man's body. As the stream flows off the sand and mud are deposited and the water, largely relieved of its burden, runs back into the sea through channels created for that purpose. A very considerable area can be filled without moving the pipe, as the water will carry the material to a distance of several hundred feet from the point of discharge. In filling as large an area as that inclosed in the Southern Pacific property, it is necessary to move the pipe quite frequently. At one time, while the dredge was pumping to the extreme southwesterly point of the property, the pipe line was three thousand eight hundred feet in length. A second dredge was placed on the work recently. Nearly all the property back of the piers, the space which is to be used for railroad tracks, has been filled to the desired height. The filling in pier B lacks but a few days of completion, and the slips have been cleared out to a depth of twenty-eight feet. The channel in front of the piers has been cut, and the dredges will within the next two weeks cut the channel out to a connection with the existing inner harbor channel.

"The dredged filling in pier B lacks five feet of coming to the top of the bulkhead. On top of this filling and extending about forty feet back from the bulkhead and all around the pier, many barge loads of shell are being dumped and packed, giving a hard, firm foundation for the floors, which at first will be of wood, but later, when the made land has thoroughly settled, will be of concrete. Back of this tier of shell filling the tracks will be laid on the sand filling. That will make the car doors even with the floor of the wharf.

"The aprons of pier B have been laid, and it is only a matter of a few days until the tracks will be built to the southeast corner of that pier, where the first berth is being made ready. The construction of the shed at that part of the pier should be under way next week. Large iron dollards, the posts to which the ships are made fast, are scattered along the apron of the pier, and will soon be fastened in place by large iron bolts. In short, a part of pier B will be ready for business by the middle of September. But it will be at least sixty days until all of the pier has been completed and until it is in full working order. There has been untold difficulty in getting the material all along the line—from forest, saw-mill, foundry, rolling-mill, and machine shop. The makers of electric machinery have been so overrun with orders that they have been unable to supply the Southern Pacific's demand for the motors which are to run the freight conveyors. The conveyors are now on the way here; the power plant machinery is in sight, but there will be some delay on account of the motors. But pier B will be completed during the fall months; it will be ready for seven big ships, will have twenty-eight conveyors running and will be doing business with a rush.

"Nothing has thus far been done on pier A beyond building the bulk-

head, as the work has recently been concentrated on pier B. As soon as pier B has been completed attention will again be turned to pier A, and it will soon be finished and ready for ships.

"Up to date about three hundred and fifty thousand dollars has been expended on piers A and B, and about as much more money will be expended in completing them. These figures are exclusive of the cost of the land.

"Early in the present year the Southern Pacific Company purchased the Galveston, Houston and Northern railroad, extending from Houston to Galveston. The road, as the Galveston, La Porte and Houston, had recently gone through fiery trials and a receivership. The Southern Pacific paid \$475,000 for it as it stood, somewhat run down and almost bare of equipment. Immediately the new owners of the property began spending thousands of dollars to put it in good shape. Three blocks of land were bought in the city, lying between Twenty-ninth and Thirty-second Streets, and between Postoffice and Church Streets, for freight depot purposes. The price paid for this property was \$112,500. The razing of the old compress buildings on the site preparatory to the erection of a large freight depot has begun.

"The company also expended a large sum of money to purchase property for a right of way from the Galveston Bay bridge of the Galveston, Houston and Northern to the wharf property, so that the trains on that line might reach the Southern Pacific wharves by a short cut and without crossing any other tracks. This right of way strip closely skirts the bay shore, and is wide enough to accommodate a double-track railway and a storage yard with capacity for two thousand cars. The double-track road is now under construction and will be completed within a few days. It will connect with the yards for the wharves between Forty-first and Fifty-first Streets and north of Avenue B. From Forty-first Street, along Avenue B, to Twenty-ninth Street, a double track has recently been laid, and is now being put in shape for business. Between Forty-first and Fifty-first Streets, in Avenue B, five tracks have been laid; and north of Avenue B, and between those limits, yards will soon be laid for the business to be handled over these wharves.

"In addition to these properties which the Southern Pacific Company has acquired and has just fairly begun to improve, it is also reported that it recently acquired the Galveston and Western railroad, a belt line running through the city, and which affords connection with the Galveston Wharf Company system by an independent route, and also affords a route to the extreme eastern end of the island.

"In addition to the commercial importance of the work thus far done by the Southern Pacific Company at Galveston, the large purchases of material in and around Galveston, and the employment afforded

hundreds of laboring men, have been of considerable moment. In addition to the sum expended in wharf construction, above stated, about fifty thousand has been paid out on track work on the island. From this time forward the conditions are such that a still greater number of men will be employed in the work of construction, and with the beginning of shipping over the wharves will come an increase in the business of the port, which will make manifest and certain the benefits which have thus far been largely in the prospective."



"HIGH ABOVE THE TIDE"

GALVESTON FORTIFICATIONS

The importance of Galveston as a seaport and a harbor has been recognized by the Federal government in the system evolved for its defense no less than in the system of jetties which gave to the port an outlet to the sea capable of floating the great vessels of the new navy.

The fortifications which had been erected here were part of the comprehensive scheme of coast defense which has been in process of evolution for ten years. The fact that nearly all of the batteries deemed necessary for Galveston's defense from the assaults of a hostile foe had been erected here evidenced conclusively the importance of Galveston in the general scheme of the country's coast armament.

The fortifications were located on Bolivar Point, Fort Point, and at City Beach, in positions near the shore line and fully exposed to the fury of the hurricane. At Bolivar, Fort Travis, consisting of a battery of two heavy guns and a rapid-fire battery of guns of smaller caliber, was swept by the waves, and the earth protection in front of the emplacements was demolished. The concrete work, which was placed on piles, remained intact, and it will be a matter of comparatively small expense to replace the earthwork and put the armament into condition for service.

At Fort San Jacinto on Fort Point, the eastern extremity of the island, the war department had its most important and pretentious works. Here were a battery of twelve-inch guns, a mortar battery of eight ten-inch mortars, two rapid-fire batteries of sub-caliber guns, and quarters for the accommodation of one full battery of artillery. The quarters were destroyed, but it is not thought the emplacements for the heavy guns and light rapid-fire batteries were seriously injured. At the time the hurricane occurred the government was engaged in filling in the military reservation to a height of seven feet above mean tide. Much of this filling was carried away, but as if to compensate for it a quantity of sand ten times the amount of that moved, was deposited by the sea on another part of the reservation.

At Fort Crockett, located on part of what is known as the Denver Resurvey, the government has already expended over one hundred and fifty thousand dollars in the purchase of ground for the establishment of a great post. Fort Crockett at the time of the hurricane consisted of a heavy battery of ten-inch guns, a mortar battery of eight ten-inch mortars

and a rapid-fire battery. These guns and their emplacements are but little injured, although the temporary quarters which had been erected for the accommodation of Battery O of the First Artillery, which was garrisoning the post at the time of the hurricane, were swept away. Contracts had been let for the erection of permanent quarters, and some work had been done on them.

As soon as practicable after the storm, a commission of eminent engineers of the army was appointed by the chief of engineers, under direction of the Secretary of War, to assemble at Galveston, estimate the damage done and devise a course to be pursued in the restoration of the destroyed and disabled fortifications. This commission, headed by Col. H. M. Robert, will have made its investigation and report before this article will have been published. Capt. Charles S. Riche, United States Engineer Corps, who is in local charge of all government work in the Galveston district, has carefully prepared the data necessary to a quick determination of the work necessary, and it is assumed that the repairs will be undertaken as soon as Congress furnishes the money.

The conditions which rendered the defense of Galveston of such great importance before the hurricane have not been changed one iota by that direful storm. Galveston is the same great seaport, the artery through which the trade of a vast section of country ebbs and flows, the haven which would be sought by the vessels of the navy if hard pressed in the gulf in time of war.

Her condition and importance which would have rendered her the object of attack when the fortifications were built, had war come with a strong naval power, are unchanged now that hundreds of thousands of dollars' worth of damage has been done by the sea.

In all matters appertaining to fortifications the army officers are secret and non-communicative as they should be, hence it is impossible to secure exact figures. But it is generally understood that all trace of the storm can be obliterated in a year or less if it be found necessary to hurry the work to that extent.

The batteries, armament, quarters, and stores, with the land on which they stood, had a value of approximately three million dollars. It is not thought over half a million will be required to put the forts back where they were.

A NAVAL STATION

During the past year the navy department decided to establish a naval coaling station and naval supply depot at Galveston. Early in the year the City Council passed a resolution tendering to the government such portion of Pelican Island, in Galveston Bay, as the government might desire for a coaling station for the navy. During the visit of the North

Atlantic squadron, Admiral Farquhar had an investigation made of the entire matter, touching the importance of Galveston as a naval supply base, and the suitability of the site tendered. Following the filing of this report, the navy department sent Lieutenant Cunningham, an engineer, here to make further investigation and to report upon the probable cost of establishing a coaling station. Both of the reports were favorable in every way, urging the importance of Galveston as a naval supply base, from a strategic standpoint, in the event of war in the Campeachy Gulf, and recommending a portion of Pelican flats as suitable for the coaling station and supply depot. The Secretary of the Navy thereupon replied to the City Council that the government would accept the offer of the city, and asked that a portion of the flats be transferred to the government, the conditions being that the department will ask Congress for an appropriation at the next session to build the coaling station. The city therefore ceded the property to the government. The estimates for the coaling station run as high as six hundred thousand dollars, and it is probable that something like that amount will be expended before the work is complete, although the first appropriation will probably not be over one hundred thousand dollars. The naval supply depot will also call for additional funds. The use of the port as a naval station will, of course, add greatly to its importance.

A SEA-WALL FOR GALVESTON

Can the city of Galveston, almost obliterated by the recent storm, be protected from all future assaults by the gulf?

Col. Henry M. Robert, United States corps of engineers, and divisional engineer of the Atlantic and gulf coasts, who is stationed here at present, says that Galveston can be absolutely protected from every storm by a sea-wall built along the gulf front.

Colonel Robert, during the late spring, while on a visit to Galveston, suggested a comprehensive plan for the improvement of that harbor, which was hailed by the city and state as solving the problem of the creation of a great port in Galveston Bay. This plan would also afford a great measure of protection to the city from inundation on its northern and southwestern sides should a strong wind from the gulf pile up the water on the shallow floors of Galveston and West bays.

Colonel Robert's plan contemplates the construction of a great basin for harbor purposes, as well as for dry docks, to the northwest of the city. The basin would be formed by a retaining-wall shutting out Galveston and West bays, and by filling in the parts of the gulf floor between this retaining-wall and the walls or shores of the basin.

The northern retaining-wall would follow generally the line of the south jetty, and a deep-water channel of twenty-five to thirty feet would be left between the new land and the city of Galveston, connecting the channel formed by the jetties with the inner basin. Pelican Island would be the backbone of the mainland, and all of Pelican flats would be transformed into solid land, to be used for railway and docking purposes.

The plan also involved the extension of the jetty channel through Galveston Bay and up Buffalo Bayou as far as Houston, more than sixty miles distant, making the latter city an open seaport.

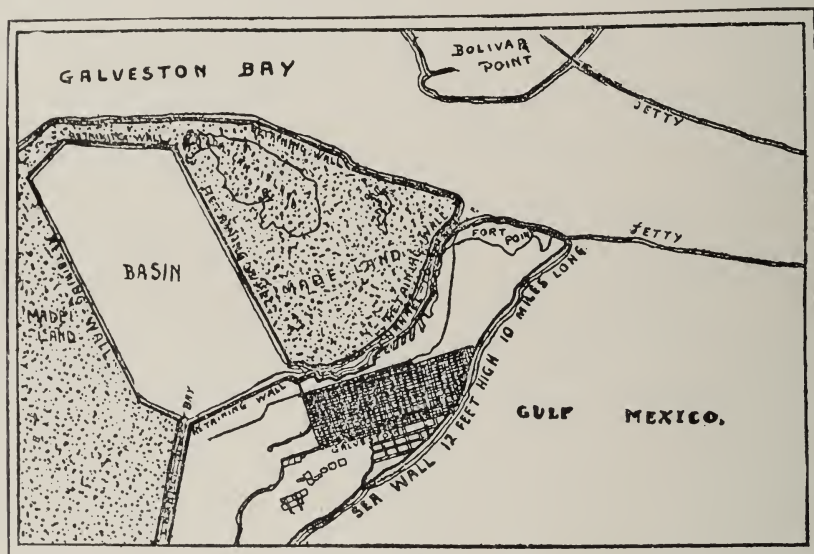
Railways would have, by means of the filled-in land, ready access to the city, and in addition the port facilities of Galveston would be many times increased and a continuous sea-channel be constructed from the gulf to Houston.

This project, as outlined by Colonel Robert, received the unqualified approval of the various interests concerned in the development of Galveston harbor, and steps had been taken to carry out the plan before

the onslaught of the recent storm swept away water lines and much of the city itself.

Colonel Robert now proposes an additional plan, simple and inexpensive, for affording the fullest and most complete measure of protection from all storms. This new plan is to construct a sea-wall along the gulf front of the city.

It is estimated that the height of the waves in the recent storm, which was the severest ever experienced on the Texas coast, was about ten to twelve feet. Colonel Robert suggests that a wall at least twelve



PROPOSED SEA-WALL FOR GALVESTON

feet above the beach, and running the entire length of the water front, or about ten miles, be built immediately to barricade the city from the gulf. A height of twelve feet above the beach would give fourteen feet above the water, and would, Colonel Robert thinks, afford ample protection.

As to the expense of such a structure, it is thought by engineers that a liberal estimate would be about one million five hundred thousand dollars per mile.

This wall, as projected by Colonel Robert, would extend from a point on the south jetty where the latter crosses the gulf front of the city, and would follow the line of the beach, two or three feet above the water-level, until it reached the southwestern limit of the island, in the shallow water of West Bay. At the latter point, the danger from storms is not serious.

At present, the depth of water between the jetties is twenty-six and one-half feet, and it is thought that it will soon be thirty feet. The average depth of the original channel across the twenty-five miles of Galveston Bay is about twelve feet. It is proposed by Colonel Robert's plan to increase this to at least twenty-five feet. An additional and supplementary plan is to extend the improvements so as to create a system of coast channels that will transform Galveston into a central port with a labyrinth of waterways.

The magnitude of the plan for the improvement of the harbor of Galveston may be imagined when it is observed that the inner basin, or harbor, is to be about five miles long by three broad, that it may be approached by a deep-water channel accommodating ocean-going vessels of the deepest draught. The outlet into West Bay will not be so deep, as the bay itself is navigable by light-draught vessels only. The new land formed upon the basis of Pelican Island and flats will be about four miles square.

Colonel Robert said that a survey will be made at once of the wrecked forts and other military works at Galveston. A report received from that place says that those portions of the works erected upon piling withstood the storm. It is proposed to use piling entirely for similar works in the future.—*New York Herald*.



RESTORATION AND LEGISLATIVE AID

As will be seen from statements by Galveston business men elsewhere in this volume, the work of restoration has kept even pace with the work of relief. In the business district, by the first day of January there will be scarcely a sign of the storm. With hardly an exception



FLOWER PARADE, APRIL, 1900

The occasion of the unveiling of monument erected to Texas heroes

every private enterprise is already on its feet pursuing its accustomed way.

The restoration of public works and factories will be slower, but it will be accomplished as rapidly as men and materials can be assembled. All large institutions were backed by ample capital, and while their losses are heavy, their resources of energy and money are sufficient for rebuilding.

No less resolute is the purpose to place the city beyond the reach of tide and to strengthen it beyond the power of wind to wreck.

It is the firm purpose of this people to raise the site of the city at least eight feet. The highest point now is about nine feet on the street level. The tide of the September storm was thirteen to fourteen feet above "mean low." An elevation of eight feet more, therefore, will put the city above the highest tide in the history of the gulf. With such an elevation not a single life would have been lost by drowning in the late experience.

Rough estimates by engineers show that an area of thirty blocks east and west and twenty blocks north and south can be raised eight feet at a cost of less than one million two hundred and fifty thousand dollars.



BEFORE STORM—PUBLIC SQUARE

The work of many years; nearly destroyed in a few hours

The filling can be obtained by dredging from the bay and the gulf. It is hardly to be doubted that authority will be received from the legislature to issue municipal securities for this purpose.

At the same time, as part of the plan of permanent improvement, provision will be made for paving and sewerage to the extent of about one million dollars.

This will make living safe and comfortable upon the present site, which is sufficient to accommodate double the population.

Meanwhile plans are making for organizing building and loan associations for the erection of permanent homes for sale and rent. By early spring these enterprises will be in operation and Galveston will begin to assume more substantial form.

Plans for legislative relief by the state and by the federal government are maturing, and will unquestionably meet the approval of statesmen. In the state legislature relief will take three forms:

1. Administration of the municipality under a commission appointed by the governor, for a term of two years, with the power to make necessary public improvements and to discharge all the suspended functions of the present city corporation.

2. The abatement of taxes until the year 1903.



MONUMENT GIVEN THE CITY BY HENRY ROSENBERG, ESQ.,
In memory of Texas heroes at battle of San Jacinto, April 21, 1836. Cost, \$30,000. Uninjured.

3. The refunding of the city debt at a low rate of interest and for a long time.

In the past Galveston has paid more taxes than her county government has cost the state. Hence the state can well afford, speaking from an income standpoint, to pay the expenses of local government and to forego taxes for a period of two or four years in order to restore this source of revenue. That would be a base motive to attribute to Texas. It is put in this way merely to show Galveston's previous condition.

Texas has responded nobly by individuals and communities, and will respond nobly as a commonwealth within the limits of constitutional restriction.

The federal government has already declared its purpose to restore the fortifications and pursue the original plans of harbor development. Of this there can be no sort of doubt. In addition Galveston will ask the Congress to build a sea-wall as a protection to the premises upon which the business of the port must be conducted. As the Congress can open harbors for commerce, it can logically protect those harbors and their surroundings without establishing the dangerous precedent of voting gratuities to communities. Elsewhere in this volume will be found an article by Col. H. M. Robert, corps of engineers, U.S.A., outlining a plan for a sea-wall. At the opening of the December term of the Congress, a resolution will be introduced directing the engineers to make a survey, and upon their report legislation is expected before adjournment.

This project has the hearty sympathy of the nation as voiced by the press and public men in all sections, and will be pressed to success by the great trans-Mississippi region which made deep water at Galveston its cause in the passing decade.

With such purposes, such resolution, and such sympathy, Galveston will rise to the full attainment of the splendid destiny which nature and commerce have fixed as her portion.



ONE OF THIRTEEN FOUNTAINS FOR PUBLIC USE

Given to city by late Henry Rosenberg, Esq., a generous Swede, and an honored citizen of Galveston.
None of these fountains was seriously injured by the storm



U.S. CUSTOM HOUSE & POST OFFICE.



COURT HOUSE.



FROM THE HARBOUR BY HART BROTHERS, COLUMBUS, O.

BIRD'S EYE VIEW OF



MASONIC TEMPLE



CITY HALL



GALVESTON, TEXAS, 1897.

Published by J. E. Mason, Galveston, Tex.

GALVESTON—WHAT IT WAS AND WHAT IT WILL BE

The storm which ravaged Galveston, decimating its population and destroying its homes and business houses, was in all respects the most severe that ever swept American shores. For several days after the disaster the people were dazed and dumfounded, knowing not which way



BEFORE STORM—NOT A VESTIGE OF THESE ATTRACTIVE PLEASURE BEACH
RESORTS IS LEFT



Before Storm



After Storm—Everything except track was swept away—track twisted and buried under sand



Before Storm



Before Storm—Every vestige of these beach resorts was effaced

to turn nor what to do. Everything was in a chaotic condition. It was heard on the shattered streets of the city and echoed throughout the country that the destruction of Galveston was complete and permanent. The island had been isolated by the destruction of all means of wire and railroad communication, and the very atmosphere seemed weighted down with despair. No American city had ever recovered from such a disaster, because no American city had ever suffered such a disaster. It was not long, however, before the stricken people learned how profoundly their misfortune had stirred the heart of humanity, and they felt that, after all, it might be possible to retrieve at least their property losses and rebuild the city. A number of citizens with indomitable spirit and hearts of gold met and canvassed the situation. They agreed that the disaster had been appalling and that the city had reached a crisis in its career, but they believed that after the first shock of the calamity had passed and order had been restored, the spirit of the people would be manifested in no uncertain way, and that their unanimous sentiment would be to stand by the city and rebuild it upon a more substantial basis. Words of good cheer came from all parts of the state of Texas and from all parts of the Union. The great financial and commercial organizations of the business centers, the press, the pulpit, and investors without exception, spoke for a new and greater Galveston. The encouragement offered was in many instances substantial.

The great corporations which control the wharves, railroads, telegraph, and other public utilities were heard from, and it was stated that they intended to restore their properties on a more enduring basis. Then it was that the citizens determined to do their part in the work of restoration. Their sentiment, so aptly expressed in the editorial columns of the *Galveston News*, was, "Galveston will rise again."

With zeal undaunted, the work of burying the dead, removing débris, and disinfecting the city was undertaken; thousands were engaged in repairing wharves, railroads, street railway, telegraph and telephone lines, water-works, and electric-light plants. Before many days had elapsed wire communication with the mainland was restored, temporary repairs were made at the water-works, railroads were bringing freight across the bay to the island, banks announced ready for business, merchants notified their customers in the interior that they were ready to fill orders, ships were loading grain from the elevators, and cotton from barges in midstream. On every side there was apparent a determination to resume business, and this determination was accompanied by quickened energies and coherent efforts.

Galveston cannot die, because its existence is a logical commercial necessity. It is a natural outlet for trade, and has tributary to it a vast area of the most productive section of the Union. The state of Texas,

of which Galveston is the chief seaport, has an area of two hundred and seventy-four thousand square miles, and produces one-third of the cotton crop of the United States. Besides, cotton, grain, lumber, wool, live-stock, cotton by-products, petroleum, hides, and other exportable products are

produced in large quantities. When the first census of Texas was taken, in 1850, its population was two hundred and fifty thousand, and its



CITY HALL—AFTER STORM

rank was twenty-seventh among the states. It is believed that at present the population of the state is three million six hundred thousand, and that it ranks fifth. All of the industries of the state are in a highly prosperous condition, the population is increasing rapidly, and the almost unlimited resources are being constantly and actively developed. It is conceded that Texas is still in its infancy, considering the vast amount of latent natural wealth within its borders.

It has been estimated that the resources of the state are sufficient to support in comfort a population of fifty million people. The future of Galveston is just as secure as the future of the state of Texas, and as the state develops Galveston will grow and prosper, for it is through Galveston that the products of the state must pass to reach the markets of the world. But Galveston draws traffic from a much larger territory than Texas. The great grain belt of the trans-Mississippi region finds its nearest port at Galveston,



CITY HALL—BEFORE STORM

and it is a fact that when the disastrous storm came Galveston was the second grain-shipping port of the country. Her exports for the commercial year ending August 31st were valued at \$86,376,486, and the total foreign and coastwise business was \$219,646,442.

This vast volume of traffic cannot profitably seek another outlet. Galveston still has the railroad facilities, harbor accommodations, and shipping that she had before, and the traffic will continue seaward through her gates as before. This traffic, constantly increasing, will require, as heretofore, thousands of men, and men will not be found wanting to accept the lucrative employment thus offered. These men will build homes and make the city as fair and beautiful as it was before the destructive storm of September 8th. The economic causes that made Galveston the fourth general export port of the country still exist, and will work steadily toward rehabilitation and the restoration of her commerce. More than this, there seems to be scarcely a limit to Galveston's development as a port. A civil engineer of the highest reputation, who has devoted twenty-five years to engineering work on the waterways of Texas, shows the entire linear front of the Galveston channel available for wharfage purposes to be 50,150 feet, or about nine and a half miles, exclusive of sixteen thousand feet of Pelican flats. The aggregate of all wharf frontage at Galveston exceeds that of New York.

According to Captain Riche, United States engineer, in charge of the Texas coast district, the unimproved area between harbor-lines and mean low-tide shore-line, Galveston harbor, exclusive of Government reservations, aggregates nearly five thousand acres.

The great storm proved that the island is permanent. Water has frequently flowed across it from the gulf to the bay, but this last tidal wave was a test that easily sets at rest all doubts as to the stability of the island itself. It proved that it is not wise to build a certain class of houses; that buildings of all character should be substantial in construction and upon firm foundations. The stronger business houses were practically uninjured by either wind or water, and hundreds of the best residences withstood the shock of the storm without material damage. The erosion on the beach on the east end amounted to less than one hundred acres. With proper buildings, a repetition of the destruction of the night of September 8th is hardly possible. Nevertheless, it may be necessary, in order to reassure many people, for the government to undertake other improvements, such, for instance, as a sea-wall running from the end of the south jetty for several miles west. Colonel Robert, chief United States corps of engineers, says a sea-wall thirteen miles long will give absolute protection against tidal waves. If it is deemed too expensive (it is estimated that such a wall will cost approximately twelve million dollars), then Representative Hawley believes that a



COURT OF APPEALS AND COUNTY COURT-HOUSE

But slightly injured by storm. Three thousand people, it is estimated, took refuge in this beautiful and substantial building



BEFORE STORM—GALVESTON COUNTY JAIL

But slightly damaged

breakwater, seven miles long, sufficient for protective purposes, can be constructed at a cost of about one million dollars. That Congress will be disposed to do whatever is necessary to protect the lives and property of Galveston against a recurrence of the recent disaster, and at the same time conserve the vast commercial interests of the great West and Southwest, there can be no doubt. The matter will be laid before Congress at the approaching session, and if prompt action be taken, which is expected, capital will feel secure in making whatever investments the constantly expanding commerce of Galveston may invite.

With the assurance, therefore, of congressional action to fortify Galveston Island against tidal waves and to develop the harbor facilities in a manner commensurate with the demands of commerce, with the certainty that the great Southern Pacific Company will carry to completion the great improvement projected by Collis P. Huntington a year before his death, making Galveston the eastern terminus of that system, as well as the gulf terminus, which it now is, of the great Atchison, Topeka and Santa Fe system of over nine thousand miles, which has its Southern division headquarters and general offices at Galveston; the Gould Southwestern system of trunk lines, comprising the Missouri Pacific, St. Louis and Southwestern, International and Great Northern, and the Texas and Pacific railways; the Missouri, Kansas, and Texas system, reaching all southwestern territory from St. Louis, Hannibal, and Kansas City at the north; the Gulf and Interstate, draining the pineries and rice sections of eastern Texas and western Louisiana; the principal rivers and waterways of Texas flowing into Galveston Bay—all connecting with the following steamship lines, which served Galveston during the past year in the foreign trade, not to mention several lines, such as the Mallory line and others, engaged exclusively in coastwise shipping:

Harrison line, to Liverpool twice monthly all the year round; Booth line, to Liverpool every twenty days all the year round; Serra line, to Liverpool; Austro-American line, to Trieste, Vienna, etc.; Texas line, to Antwerp, Havre, Rotterdam, Hamburg, Bremen, and all European ports; La Flecha line, to Europe; Gulf Ports line, to Liverpool; Castle line, to Antwerp; Hall Steamship line, to Antwerp; Manchester line, to Manchester; Larrinaga line, to Havre, Bremen; Glynn line, to Hamburg; Texas-Mexican line, to Liverpool and Manchester; Anchor line, to Genoa; Palatine line, to Hamburg; United States and China-Japan line of Indra steamers, to Japan and China; Munson line, to Cuba; Watts, Watts & Co., to Copenhagen; T. B. Boyden steamers; Benemelis line, to Cuba every two weeks; North German Lloyd line, to Bremen every two weeks; Elder, Dempster & Co.'s steamers, to Liverpool and Havre; West India and Pacific line, to Liverpool; Houston line, to Liverpool; Magnolia line,

to Bremen, Liverpool and Havre; Black Star line, to Liverpool; Serra line, to Liverpool; Texas Mutual line, to Europe; Tyzack-Branfoot steamers, to Europe; Forenade Gulf and Baltic line, to Copenhagen, etc.; Gulf Ports line, to Liverpool and European ports; Head line, to Belfast; Texas Transport and Terminal Company, to Liverpool, Havre, Bremen, and Hamburg; Galveston and West Indies line, to Cuba, West Indies, and South America.

In addition to the above a great many tramp steamers are chartered every season and serve the port with facilities for carrying goods to all parts of the world.

With the corporate interests of Galveston restoring their properties, with all the commercial activities of the city engaged in the great work of recuperation, with the people themselves determined to rebuild their homes and make their city great, Galveston's future is assured. During the next few years millions of dollars will be expended in buildings, and this money, expended largely for labor, will bring thousands of people to Galveston. It will give a stimulus to all branches of trade and industry and at the same time conserve the general prosperity. Long before the end of the decade all the scars of the great storm will have been erased and a new and stronger Galveston will replace that so ruthlessly destroyed by the recent storm. Indeed, Galveston is beginning the greatest period of her career, and the clouds of the gloomy present will soon disappear to reveal a future full of hope and promise.

A. H. BELO in *Harper's Weekly*.



A SECTION OF CITY BEFORE STORM

Suffered severe losses in hurricane

A GREATER GALVESTON

“What of the future?”

That question was asked for a few days after the storm. It was answered at once and is answered hourly by the work of reconstruction.

Not a half-dozen business men have left Galveston. Not one has gone whose absence will be felt.

Within two weeks after the storm, the railroads had repaired one bridge for their joint use, the grain elevators were putting cargo into ships, cotton was arriving in almost normal volume, every store and office was open and dispatching its accustomed business.

The geographical situation and the commercial conditions which required and developed Galveston are unchanged. Galveston could not be abandoned if her citizens would. The West demands her, the West holds her up, and the West will make her greater.

This bare statement of conclusions is its own argument.

It is not the part of the historian to theorize or forecast, but it is his duty to record in this instance the calm judgment of men whose opinions are entitled to weight. On October 2d, 3d, and 4th, the *New York Commercial*, one of the foremost financial and trade journals of the continent, published a series of interviews with representative business men of Galveston, gathered by its Galveston correspondent, Mr. Richard Spillane, who is also commercial editor of the *Tribune*. These interviews, statements of losses, and plans for the future, expressed in deliberation nearly a month after the storm, represent the conviction and the resolution of this citizenship. They cannot be read without exciting admiration and confidence. They are as follows:

When it is considered that the storm of September 8th swept fifteen hundred acres of the city clear of every sign of human habitation, blotted out the lives of six thousand persons within and about two thousand outside the city limits, wrecked great storehouses, and paralyzed every industry, it speaks well for the moral character of the merchants when it can be stated that to-day nearly every business is in operation and nearly every merchant is meeting the situation bravely and with a firm determination to face his losses and work his way out into the clear.

It has been the endeavor to present here a list of the approximate losses of a goodly number of the firms and corporations of the city,



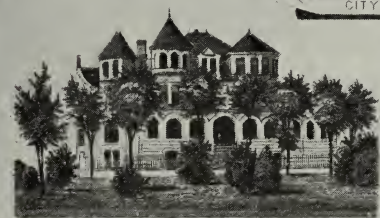
RES. J. H. HUGHES



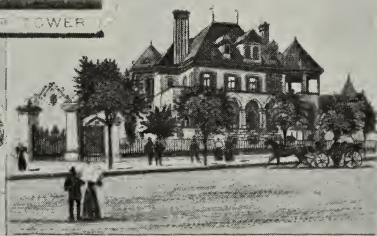
RES. OF MR. P. J. WALLIS



CITY WATER TOWER



RES. OF MRS. R. SWILLY



OLD SEAFY RES.



AVENUE LOOKING EAST



M. LASKER RES.

J. C. LEAGUE RES.

together with statements from prominent citizens as to the future of Galveston.

The figures are as nearly correct as it is possible to obtain. Nearly all were gotten from the parties at interest, and all the statements were submitted to leading bankers for examination and approval.

While the list does not include all the business concerns of the city, it is sufficiently complete to be thoroughly representative. It has been the endeavor to make this report as fair, impartial, and as comprehensive as is possible.

RICHARD SPILLANE.



PANORAMIC VIEW A

Looking southwest toward the beach from 12th and I Streets

I. H. Kempner, treasurer of the city of Galveston, and head of the great house of H. Kempner, cotton factors, etc., said to-day:

"The question, What are we going to do in Galveston? can be answered by stating that there is only one thing to be done. The man who has property here, still has it, impaired and damaged though it may be by the flood, but that is all the more reason why he must remain to guard and protect it. The merchant who has conducted his business successfully has the benefit of his local business experience and his firm is best known as a Galveston institution; his chances of success are much better here than if he moved away to start again amid new surroundings, so he must stay.

"The salaried man will stay as long as his position is assured; and as

many of his fellow employes lost their lives, the demand for clerks is greater now than ever before here, and no competent man will find it to his interest to move away.

"The workingman who earns his bread by his daily toil sees before him here steady work for years to come, and this applies with no less force to the contractor, mechanic, and artisan. The capitalist and banker may have sustained losses, but the fact that he has many doubtful accounts will keep him here to look after them.

"Summing up the situation as a whole, I lay down the broad proposition that no one who is any one or who has anything can afford to leave



PANORAMIC VIEW B

Continuation of View A on opposite page

Galveston, and when you add to that the natural loyalty which Galvestonians have evidenced for their city and the unanimity which they have shown in their intention and endeavor to rebuild and restore it, I contend there is not the slightest doubt about the city being rehabilitated with a rapidity that will prove almost remarkable.

"While it is possible to do this with our own resources without the extension of credit from abroad, such facilities will be more than welcome, and cannot help but aid in expediting the good work; for while we are determined to climb the ladder of prosperity round by round if need be, and by our own efforts if necessary, we will gladly welcome outside aid, and when we reach the top, as we surely will, we will look back with gratitude on those who have given us a helping hand."

Merchants' and Planters' Compress and Warehouse Company.—Has been successfully operated since April, 1898, on which date it succeeded the Taylor Compress Company. The company owns two and a half blocks of ground, containing over thirty-five lots, in one of the best portions of the city—its property lying alongside of the three blocks of ground recently purchased by the Southern Pacific Company. On two blocks there were valuable improvements, three-fourths of which was injured by the recent storm, but practically no damage was done to the machinery. I. H. Kempner, who owns the compress, says: "I approximate the damage at twenty-five thousand dollars. The plant is bonded for one hundred and twenty thousand dollars, and stock outstanding amounting to sixty-five thousand dollars. The contract has been let for the permanent rebuilding, but temporary repairs have already been made to enable the press to go ahead with business uninterruptedly, and we are now receiving cotton and attending to business the same as we have always done, to the satisfaction of our patrons."

American Manufacturing Company, Bagging and Ties.—This is the concern which supplies nearly all the bagging and ties for baling the cotton crop of Texas. There was a big stock in the warehouse on the wharves when the storm broke. The bagging is damaged, but to what extent is difficult to tell.

Galveston Bagging Mill.—Operated in harmony with the trust; was damaged, but it is understood this was one of the few concerns having tornado insurance. The mill was idle at the time of the storm, having closed down for overhauling. It has restarted and is now in as full operation as the scarcity of labor permits.

Galveston City Railroad.—This company operated approximately forty miles of electric railway. It was in receiver's hands, but the receiver was about to be discharged, the property having been bought in for nine hundred and twelve thousand dollars by the bondholders. The storm dealt severely with the company. The power-house is a wreck; considerable track was washed away near the beach. Olympia, a great resort, which the company owned, was destroyed; nearly one-third of the territory through which the company's cars passed has been swept clear of every vestige of human habitation, and it will be a long time before the plant can be restored to a prosperous standing.

It is practically impossible to estimate with any degree of accuracy the damage. At present some mule-cars are being used on the principal lines, and on one route—Market Street—electric power, supplied by the Brush Company, is being utilized. Everything that good management can do is being done to minimize the loss.

Immediately before the storm there was a deal under way to sell the property to a syndicate made up in part of stockholders. This deal was about to be consummated, it is understood, when the disaster ended it. The franchises held by this company will be very valuable if the plans of the government regarding Galveston are carried out to full fruition and the city develops in keeping with the present prospects.

The franchise covers practically the whole city, and the company



BEFORE STORM—YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING

Slightly damaged by storm; a refuge on the memorable night of Sept. 8, 1900

was making an excellent showing—one that warranted the prospective buyers in offering a handsome price for the property. Receiver Baer considers that the property and rights of the company were of a value of one million four hundred thousand dollars.

Mistrot Brothers, Wholesale Dry Goods.—Loss from twenty to twenty-five thousand dollars. This is the supply station or point of distribution for the twenty-five stores operated by this firm in the interior of Texas. What the firm thinks of the situation is evidenced by its action. It has purchased all the damaged goods it could get in the city, its purchases up to date having an original invoice price of two hundred thousand dollars.

Galveston Dry Goods Company, Wholesale Dry Goods.—Loss twenty-five thousand dollars. This has been a very prosperous concern, the average profits being sixty-five thousand dollars a year. Company has a surplus of two hundred and twenty-five thousand dollars. It discounts its bills. Practically all its business is in the interior of the state, outside of the belt swept by the storm.

Leader Mercantile Company, Dry Goods, Retail.—This company was only recently organized, the stocks of E. D. Garrett and I. E. Ikelheimer being consolidated. Building occupied by company was roughly used by elements and stock was seriously damaged. Mr. Ikelheimer says he cannot tell how much the loss will amount to, but it will be heavy.

Garbade, Eibaud & Company, Retail Dry Goods.—Carried a stock of nearly one hundred thousand dollars and did a fine business. Portion of building caved in and stock very seriously damaged. Firm is progressive, popular, and was in fair way to become very prosperous.

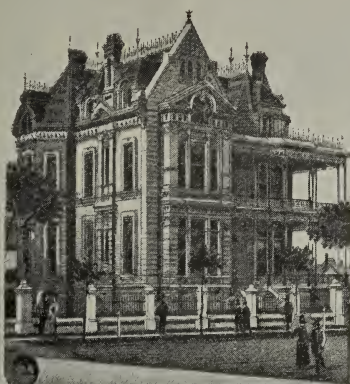
J. Grossmayer, Dry Goods, etc.—Sold stock to another dealer; closed his establishment.

F. E. Mistrot, Retail Dry Goods.—Stock loss ten thousand dollars. Does cash business. Loss does not affect his standing. He says he believes he will do more business in the next three months than in the last six. He does not expect that there will be much finery bought in Galveston, and he says the ladies' trade will be small, but the sale of staple goods to the mechanics' trade he predicts will be enormous. A fall and winter of unexampled building activity is looked for.

Island City Manufacturing Company, Clothing Manufacturers.—Had thirty thousand dollars' damage, but reduced this to twenty thousand by prompt sale of damaged goods. Net loss not likely to exceed latter sum. Company has been prospering, has developed excellent business, and is going along as if nothing had happened.

E. S. Levy, Clothier.—Damage to stock small. Whatever loss he has will be through city accounts. These are likely to be considerably below ten thousand dollars. Store at most prominent corner in city. Building stood storm in great style. Good business done.

Star Clothing Company, Clothiers.—Stock damaged five to six thousand dollars. May lose some city accounts, but principal business was cash. Bonart & Scharnstein, proprietors, generally credited with being well-to-do.



RES. OF H. KEMPNER.



RES. OF H. M. TRULHART.



RES. OF H. A. LANDES.



THE REYMERSCHOFFER RES.



RES. OF JOEL B. WOLFE.



RES. OF J. E. WALLIS.



RES. OF F. L. LEE.

Jake Davis & Company, Wholesale Grocers.—Losses heavy, ranging from fifty to seventy-five thousand dollars. Firm did excellent business in city and in coast country district, which was swept by storm. Mr. Davis says he has money enough to pay dollar for dollar, and he is going along undaunted by the hard blow he has received.

Willis, Landes & Company, Wholesale Grocers and Cotton Factors.—Direct loss to grocery stock, twenty-five thousand dollars. Indirect loss to properties in which firm is interested cannot now be computed. Firm is oldest in grocery business in this city, has a rating of one million dollars, has always discounted its bills and is doing so to-day. Members of the firm are holders of Wharf Company stock, City Company stock, Galveston National Bank stock, and most of the gilt-edged securities of the city.

Mensing Brothers, Wholesale Groceries and Cotton Factors.—Losses considerably less than fifteen thousand dollars. Firm rich and of fine credit.

Gust Heye & Company, Wholesale Grocers.—Losses less than fifteen thousand dollars. Excellent credit and well-established business. Has large trade outside city and does good business in cotton commission line.

H. Mosle, Wholesale and Retail Grocers.—Loss five thousand dollars. Does a large business, mostly on a cash basis.

Heidenheimer Brothers, Wholesale Grocers.—Loss on stock five thousand dollars; has outstanding city accounts of twenty thousand dollars. Firm did good business in city, and like all firms with large city connections, most of its accounts outstanding will probably prove a loss.

Texas Star Flour Mills (J. Reymershoffer's Sons).—Total loss less than twenty-five thousand dollars. Elevator slightly damaged and carrier-house blown away. Contract let for rebuilding of carrier-house (probably of steel) and putting whole damaged portion of plant in better condition than before the storm. Mills one of the largest in the Southwest; long established; has large local and West Indian trade; one of the principal industries in the city. The Reymershoffers are rich.

Pabst & Limbach, Produce Dealers.—Loss thirty-five to forty thousand dollars. Most of their business was in the city. They supplied corner grocers, hucksters, and dealers in general. Mr. Pabst is very energetic and progressive. "We are sawing wood at the same old stand,"

said he. "I've lost six residences, too, but my own house is standing. We are not to be baffled by a little wind and water."

M. M. Spencer, Feed and Grain Stuffs.—Loss on stock three thousand dollars; city accounts outstanding, five thousand dollars. Doing business on cash basis and making a good showing. Honorable, painstaking young man.



RUINS OF HARMONY HALL

Used by Prof. Smith as a business college. Prof. Smith and family were killed in this building

Purcell & Company, Produce Dealers.—Loss thirteen thousand dollars. Did a nice business, nearly all of which was with city customers. Business proceeding as usual.

Jockusch, Davis & Company, Feed and Grain Dealers.—Cleaning elevator damaged slightly. Gross damage to stock, elevator, etc., twenty-four thousand dollars. This can be materially reduced if firm's claims against railroads for grain damaged in cars hold good. Firm has excellent reputation. Doing business in new quarters, old stand being wrecked.

Southern Coffee Company.—Building wrecked, machinery damaged, and stock almost total loss. Now endeavoring to rebuild. Company

only recently established. Loss amounts to fifteen thousand dollars. Dealt in coffees and spices. Company composed of Messrs. Crossland, Burk, and Landes, gentlemen of good standing, fine business ability, and industry. Crossland was coffee man for P. J. Willis & Brother many years. Burk and Landes young men of high promise.

Most of the drugstores were heavy sufferers, the storm shaking stores so that bottles were thrown from shelves and broken.

J. J. Schott, Druggist.—Loss on building and stock twenty thousand dollars. One of the most enterprising men in the city, and had a big store and a well-established and constantly improving business. Hard-working man, of good executive ability and plenty of spirit.

Behrends Drug Company, Wholesale Drugs.—Loss about ten thousand dollars. Company strong financially, and loss will not bother it.

L. W. Levy, Wholesale Liquor Dealer.—Scarcely any loss on stock, but will lose possibly ten thousand dollars in city accounts. Did considerable city business with corner groceries, saloons, etc., many of which were wiped off the earth.

George Schneider & Company, Wholesale Liquor Dealers.—Loss trifling; probably will not exceed fifteen hundred dollars. Large business outside of city. Firm of high standing.

Gus Lewy, Wholesale Liquor Dealer.—Loss less than ten thousand dollars. Building looks as if it had collapsed, but stock is in much better shape than was at first thought. Mr. Lewy did a large business and enjoyed excellent credit.

Galveston Wharf Company.—Controlled all that is fully developed of the wharf frontage of the city. General Manager Bailly figures the direct loss of property at two hundred and twenty-five thousand dollars. The indirect loss by diversion and checking of commerce is hard to estimate. Company's property worth approximately six million dollars. Contracts have been awarded to put the whole system in perfect condition within sixty days without interfering with freight handling on wharves. Company will pay its fixed charges promptly and fully. It is the confident expectation that within twelve months the Wharf Company will again be paying six per cent on its stock.

Galveston City Company.—This corporation was the successor to the rights and titles of the original patentee or grantee of Galveston. The company owned all the property in Galveston remaining unsold from the



THE LUTHERAN CHURCH, 1011 N. 1ST ST.



THE JOHN DEARS HOSPITAL, EAST SIDE, NEAR THE BOY

RES. OF
MRS. CAROLINE BLOCK



RES. OF CAPT. CHAS. FOWLER



RES. DR. FISHER



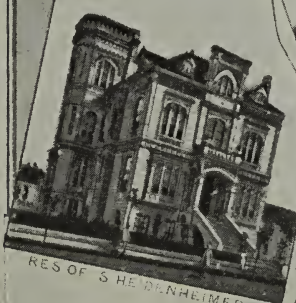
RES. OF SHORT A. WILLIS



RES. OF J. M. BROWN



RES. OF S. HEIDENHEIMER



RES. OF ROBERT IRVINE

RES. OF A. KENISON



RES. OF GEO. SELIGSON



original grant. There are but twenty-four shares in the company, and they were held at forty thousand dollars each. This company sold the two hundred and three acres to C. P. Huntington, which the Southern Pacific is developing for terminals. As the value of the City Company property is based simply upon the general condition of the city, its present apparent loss may be wholly regained in a short time if the city recovers as fully and as well as is now confidently believed. All of the City Company's property was unimproved land, and nearly all is in the western portion of the city, near the bay.

Clarke & Courts (Corporation), Largest Printing, Stationery, and Publishing Concern in Southwest.—Losses on stock, first floor, only fifteen hundred dollars. Had losses to stock on fifth floor, owing to bursting of fire-extinguisher pipes, against which company has ample insurance. Working as usual. Started every wheel on Friday following storm. Company has large business in Louisiana, Mississippi, Arkansas, Texas, New Mexico, Arizona, and Indian Territory.

Collier Racket Company.—Stock damaged six thousand dollars. Total value of stock sixteen thousand dollars. Company sells for cash, and is going along in regulation style.

Galveston Shoe and Hat Company, Wholesale.—Carried a big stock and had in an installment of fall goods. Building almost a complete wreck and stock almost a complete loss. Company loses in excess of fifty thousand dollars. Nearly all its business was outside city. Had been doing fine trade, and the opportunity in this line is excellent. Members of company are going ahead courageously. Some very good people, with plenty of money, are interested in concern.

Southwestern Telegraph and Telephone Company.—This corporation had the telephone business of the city exclusively. Its patronage was remarkable. There were 2,028 subscribers before the flood, an average of five and three-tenths per cent of the population. This percentage is believed to be not far from the best of any American city. The company lost heavily, possibly one hundred and fifty thousand dollars. Work toward rebuilding the system is progressing with all speed.

Galveston Gas Company.—All four reservoirs wrecked. Loss big. Company has ordered new tanks and general equipment from Cincinnati, and will resume service at earliest possible date. A bond issue may be necessary to cover new expenditures, but company has been a good dividend producer and people who hold the stock have the utmost confidence in the future of Galveston.

Blum Hardware Company.—Direct loss to stock by salt-water five thousand dollars. Mr. Ben Blum says the storm has made the hardware business lively, and he is selling more stuff than he ever sold before. When asked what he thought necessary to help things along, he answered: "Drummers, and lots of 'em. I want to see some right away, and I'll pay cash for everything I buy."

C. A. Horsely & Company, Hardware.—Loss four thousand five hundred dollars. Firm of excellent character. Horsely an industrious, hustling man.

J. P. Lalor, Crockery.—Loss six thousand dollars. Old established firm of fine reputation. Doing business as usual.

The J. Rosenfield Notion Company, Notions.—Losses estimated at fifteen thousand dollars. Firm has small number of city customers.



CORNER VIEW OF STREET RAILROAD
POWER-HOUSE—BEFORE STORM

People's House-Furnishing Company, Furniture on Installment Plan.—Losses on stock fifteen thousand dollars. Outstanding accounts estimated to be forty thousand dollars. Most of the trade was in the city. Storm serious blow to company. Like others, the company is making the best of the situation.

E. Dulitz, Furniture.—Losses on building, stock, and accounts may exceed thirty thousand dollars. He sold on the installment plan; was just branching out in fine style. Had a new building in course of erection when the storm came. The new building collapsed. The storm has, of course, affected his accounts, many customers being killed or financially crippled. Mr. Dulitz is doing business as usual and is making the best of the situation.

C. Jancke & Company, Musical Instrument Dealer.—Stock damaged and other losses through city accounts.

Thomas Goggan & Brother, Music Dealers, with Branch Houses at Houston, Dallas, San Antonio, Waco, and Austin.—Losses in wrecked instruments rented or sold on partial payments are heavy, but cannot yet be accurately estimated. On the 11th the firm issued an address to the trade announcing itself ready to resume business. The first train

out carried two hundred express packages, and business now is larger than it was the week before the storm. There will be few pianos sold in Galveston this winter, but the State trade is all that could be desired.

William R. Corwine, of the Merchants' Association, of New York, and secretary of the Relief Committee of that organization, who came here in charge of the cargo of relief supplies sent by the committee on the United States Army transport McPherson, said to the *Commercial* correspondent:

"Galveston must be rebuilt; there is no question about that in my mind, and I have been over the city pretty thoroughly. While the devastation is widespread and the calamity surpasses in horror anything that has previously occurred anywhere in our country, yet the business part of the city is fairly intact.

"Its banks and other financial institutions, its business homes, its wharves, railroad termini, harbor, and all other facilities are here still.

"Damages are being repaired, and before long the business streets will resume their usual appearance. It is the great outport of a state whose products this year from the soil alone are worth between two hundred and fifty and three hundred million dollars.

"This is the natural outport, on account of the harbor and the banking and shipping facilities which have grown up, and it is the veriest nonsense to talk of moving them around as though they were portable things, like furniture, for instance."

M. Lasker, banker, merchant, and former senator, gave this expression to his views on the situation to the *Commercial* correspondent to-day:

"In my opinion everything that adds to making the bereft people take a new interest in life, encouraging them as to the prospects for the future for themselves and their city, is the noblest method of charity. I believe that the outlook tends in that direction.

"For the next six months there will be employment for all kinds of labor, skilled and unskilled, at good wages, and I trust that in the mean time men of fortune will, from a business and philanthropic standpoint, look into the needs of Galveston, and viewing the situation from both standpoints, will find themselves justified in providing facilities for the building of modest, substantial homes for those who are now homeless. Such homes can be built upon a basis of safety for investment and with reasonable returns on the capital.

"That Galveston exists for a purpose that is of the greatest importance to about one-third of this continent has already been amply demonstrated by the verdict of the whole country. It should be the care of

the nation to insure the safety of so important a point as against the recurring of such misfortune as was produced by the late storm.

"I have the utmost confidence that there is wisdom enough in this country to promptly decide as to how this is to be done. This is one of the instances, however, where promptness is an absolute prerequisite for best results.

"I would respectfully suggest that an extraordinary session of the Trans-Mississippi Congress be called at an early date, to meet at this point, where every member attending can look at the situation and thus be in a better position to advise as to what ought to be done in regard to it.

"This is not a question concerning Galveston alone, nor Texas. It concerns directly and indirectly a large portion of this entire continent, a region that is capable of producing the foodstuff for feeding and the raw material for clothing a population quadruple that of the United States.

"The annual saving in transporting the agricultural products and the merchandise that now seeks outlet at this port would pay five per cent interest on more than ten times the amount, perhaps I wouldn't be out of the way to say fifty times, of the estimated cost of a sea-wall such as Col. H. M. Robert, the eminent government engineer, suggests.

"This and other like points would be duly considered by such a meeting of the Trans-Mississippi Congress. I believe that the result of its deliberations would demonstrate that what now seems to the average man a herculean task would be a comparatively insignificant undertaking when American pluck and American vim are once properly aroused to its execution."

Eustace Taylor, of the firm of Young & Higgin, strikes this good chord. He is one of the largest buyers of cotton in America:

"From an English cotton-buyer's standpoint, since our disaster, it has appeared to me more forcibly than ever that not only Texas, but the entire West, have realized that Galveston is and always will be a natural outlet and inlet for commerce.

"The pluck and determination that our business men have shown make me believe that Galveston in a few weeks will be handling her exports such as no one dared to hope, and will again compete, as she has done with such success since deep-water and harbor facilities were accomplished.

"Galveston ten years ago was a prominent port, even when we could not load full cargoes except by lighters.

"What about to-day? Deep water and steamers already taking full cargoes of grain and cotton, and full prospects of our terminal facilities being in better condition in six months than ever before.

"Shippers realize this, and with a helping hand from those who have been associated in business here, Galveston will continue the only natural outlet for the commerce of this great state and the Northwest."

Galveston Cotton and Woolen Mills.—This industry was not in operation at the time of the storm. Its business early this year had been handsomely remunerative, but later it got into a bad way. The storm put the property in worse fix, one of the mills being shattered, part of the machinery of spinning and weaving being injured, and at least one tier of the bales of goods in stock being damaged by water. It is difficult at the present time to estimate the loss. The mill is for sale. It had a large lot of manufactured goods on hand. The capitalization of the company is three hundred and twenty-five thousand dollars. The property represents a much larger investment.

Brush Electric Light Company.—Loss will principally be from curtailment of business, due to contraction of city. Company is now doing as much business as is possible for it to serve. Property damage to corporation comparatively small.

Gulf City Compress Company.—Damage runs from thirty to fifty thousand dollars. Property owned by John D. Rogers & Co., one of the wealthiest and most highly respected cotton firms of the South. Colonel Rogers immediately had the great warehouses cleared of the wreckage and began the work of restoration. Compress machinery is uninjured and press is at work on cotton in the old-time style. Contract has been awarded for rebuilding in first-class style.

Ullmann, Lewis & Company, Wholesale Grocers.—Did large city business, and consequently suffered a considerable loss. Amount depends upon how the open accounts bring returns. Firm highly respected, and doing business as usual.

J. W. Field, Jeweler.—Has decided to move to Corsicana. Carried moderate stock. What his losses are is not stated.

Fred Allen & Company, Jewelers.—Damage direct small; indirect, difficult to tell. Probability is the jewelry trade will be of only small proportions this winter. Firm enjoys confidence of the trade. One of the first messages received was from a great jewelry house of the East stating, "You can have anything you want and pay for it when you are ready."

Robert I. Cohen, Men's Clothing and Furnishings.—Losses by water damage are five to six thousand dollars. He was remodeling and enlarg-

ing his store at the time of the flood, and has since made alterations even more elaborate. Has not countermanded a single order, but has telegraphed for more goods of staple kind, and expects a larger winter trade than normal. "People must wear clothes," said Mr. Cohen, "and I intend to sell my share."

Ben Beekman, Men's Clothing and Furnishings. — Actual damage cannot be ascertained, because it remains to be seen what soiled goods will sell for. Is telegraphing for more stock, and expects to do a fine winter business. Is convinced that Galveston will be greater than ever, and is here to stay.

M. Michael, Men's Clothing and Furnishings. — Losses by inundation are about the average. Has a fair stock, which is being replenished daily.

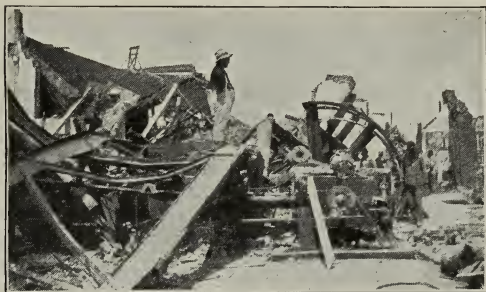
Peter Guegler Company, Retail Grocers. — Damage cannot well be estimated, but business has been normal

since the first day after the flood. People must eat, and the old house has no fear of not maintaining its accustomed volume of trade.

Fellman Dry Goods Company. — This firm was to have moved into new quarters about October 1st. Work on the building was seriously delayed, but is well under way again. All new fall and winter stock was en route at the time of the flood; has since arrived and been put in warehouse awaiting the new building. Meanwhile damaged stock is being rapidly unloaded at retail and in blocks to country merchants. The firm anticipating a diminished trade this winter in fine goods, but increased sales of staples, and is pitching plans for a prosperous future.

Marx Brothers, Shoes. — Damaged stock is being rapidly unloaded at what it will bring, and new stock is taking its place. Liabilities are mainly in Galveston, and are all satisfied. To quit business would mean to sacrifice everything; to continue is to take chances with the town, which is already rising to greater things. The firm is doing a satisfactory business and is serenely confident of the future.

Hammersmith Brothers, Shoes. — About five thousand dollars' worth of stock was flooded, but is being disposed of at about thirty-three and one-



SECTION OF WRECKAGE OF STREET RAILROAD
POWER-HOUSE

third per cent. No orders have been countermanded except one small lot of ladies' fine shoes. Business is good now and getting better every day.

Peter A. Lang, Fruits and Produce.—Mr. Lang lost his family in the storm. He has moved his business to Houston. The extent of his property loss is not known, but damage to stock did not exceed a few thousand dollars.

Focke, Wilkens & Lange, Wholesale Grocers and Cotton Factors.—Losses believed to be considerably less than twenty-five thousand dollars. Firm is very rich, conservative, and has a large business.

Southern Pacific Company.—The ends of two of the great piers the company was building were carried away by a steamer crashing into them. Half a million feet of lumber were cast adrift and swept up to the mainland, the company's bridge across the bay was wrecked, tracks on island were washed out, and general damage was done to an extent that will approximate eighty thousand dollars.

William R. Corwine, the secretary of the Citizens' Relief Committee, who went to Galveston upon the United States transport McPherson with one hundred thousand dollars' worth of supplies for the people of the unfortunate city, returned yesterday.

Mr. Corwine says there has not been and could not be any exaggeration of the calamity, but he is an enthusiastic advocate of a new Galveston.

"It is wonderful," said he, "the way the people there are rising above their misfortunes and going to work to rebuild their city. The lives that were lost mark it as the worst disaster this country has ever known, but the wrecking of the city will not kill it, any more than the fire killed Chicago. In fact, it seems that it may make it a greater city, just as the fire did more than anything else to make the Chicago of to-day

"The work of clearing up the city is proceeding rapidly. Several thousand men are at work. At first these men were fed as well as paid, but now they are paid two dollars a day and the food sent in is given to those who are not self-supporting. There is plenty of food on hand. The cargo of the McPherson was large enough to supply all needs for some time. The supplies were turned over to the local relief committee and distributed by it. The city is divided into twelve wards, and in each ward there is a local committee. The ward committees report all needy persons at a general meeting held at noon each day, and the

distribution is made only after the applications have been passed upon by the general committee."

Mr. Corwine brought back with him a letter signed by W. A. McVitie, chairman of the Relief Committee, and Walter C. Jones, mayor of Galveston, which says:

"As our calamity was unparalleled, so New York's response is unmatched, and if the one was appalling, the other is inspiring.

"We have always been close to your metropolis in business relations. Hereafter we are indissolubly bound in gratitude and affection.

"By this expression, weak by the limitations of language, we do not mean that New York is in our minds and hearts to the exclusion of any city or section of our common country, which as one people or one family put its strong arms about us, but the commanding position and service of your city seem to us to demand this special acknowledgment."



A MODE OF CONVEYANCE—MULE CARS

Thousands in Galveston never saw before. (Electric transportation has been resumed)

J. Reymer Shaffer, Jr., president and general manager of the Texas Star Flour Mills, the Texas Star Rice Mills, the Texas Star Grain Elevator, and the Galveston, West Indies and Pan-American Steamship Company, said yesterday to the *Commercial* correspondent:

"The hurricane and flood that visited Galveston on September 8th and 9th was an atmospheric disturbance such as has never been experienced by Galveston or any other city in the United States throughout its entire history, and the formidable destruction of life and property can be looked upon as a national calamity only.

"Human intelligence must naturally fail in an attempt to picture by word of mouth or pen this, the most terrible of disasters, and it behooves the great commercial bodies of our country, nearly all of which are interested in our great seaport on the Gulf of Mexico, to visit here and in assembly interchange ideas as to the most practical methods of providing for the sufferers, rehabilitating the island, and upbuilding the commercial interests of the city of Galveston and protect it in the future.

"Galveston being the natural outlet and geographically most favorably situated for the immense volume of grain, cereal, and packing-house products, cattle, and the innumerable commodities produced by the great central and western territory tributary to our port, I therefore am most heartily in favor and the urgency of the case demands a special call for assembly in Galveston at an early date of the Trans-Mississippi Congress, and it behooves our citizens to petition this great body through its secretary, the Hon. Thomas Richardson, Houston, Texas, to issue the call for a special and urgent assembly.

"Through our representative in Congress, Hon. R. B. Hawley, the matter of national aid has already been diligently taken up, and it should be urged upon the various department officials of our national government that a personal visit to our city would tend to better acquaint them with the true conditions and the dire necessity, that government aid and funds be immediately made available to help in the great task of upbuilding the city and its commercial enterprises, and provide for the very best protection in the future.

"This visit would show our government that the citizens of Galveston are working with great confidence and indescribable activity to restore and rehabilitate their homes, and that commercial interests of all kinds are making every possible effort that human strength can devise to re-establish and restore the former activity of this favorite port and repair what the destructive hurricane has left us.

"This is a formidable task, but with government aid and that of our own Lone Star State this can be readily accomplished in time.

"I myself am imbued with sufficient confidence in the stability of our island that all damage to property of my mill company is being rapidly repaired, and the rebuilding of that portion which has been destroyed is being contracted for with the least possible delay. I look into the future with the sense of great hope for renewed prosperity."

J. H. Hill, manager of the Galveston, Houston and Henderson Railroad, thus reviewed the situation on Friday:

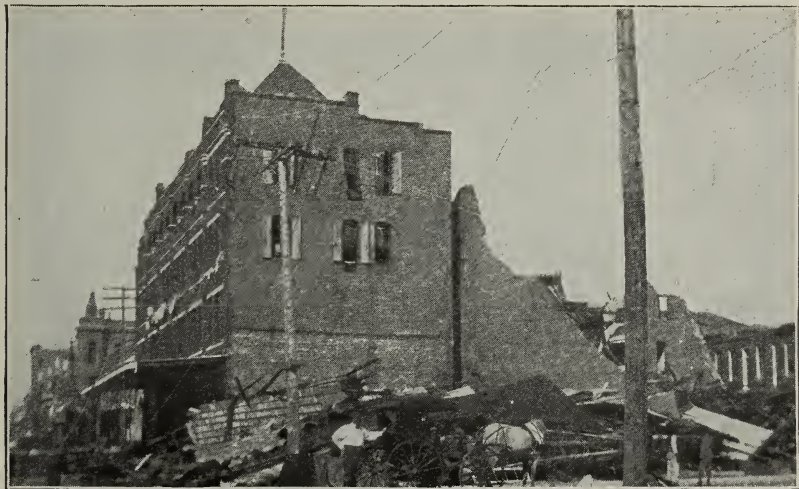
"You ask me what effect the storm will have on Galveston from a railroad standpoint. The terminals of the Galveston, Houston and Henderson railroad were the most extensive on Galveston Island, having had room for about three thousand five hundred cars. To-day we have room for two thousand, and by Saturday night will have room for twenty-five hundred. On August 1, 1901, the Galveston, Houston and Henderson terminals will be practically as they were before the storm, and will be in a position to handle more business than ever.

"The Galveston wharf tracks are being rapidly placed in shape, and within a week will be able to reach every wharf. A great many changes

for a more extensive and better condition of track system on the wharf would have been completed this year but for the high price of railroad materials.

"We are assured by the Wharf Company that these improvements will be carried into effect next year. To put it briefly, all roads will by Monday next be in a position to handle all business offering, and on August 1, 1901, the terminals of every railroad on the island of Galveston will be larger and more complete than on August 1, 1900.

"This storm has demonstrated that Galveston is more of a necessity



RUINS OF GRAND OPERA HOUSE

Grand Hotel, standing beside and in front of opera house, was not wrecked

to the state of Texas and to the Northwest than was dreamed of, and from a transportation standpoint it will be necessary to provide for additional facilities. My views as to the necessities and the action that will no doubt be taken are strengthened by the fact that the government authorities report the jetties practically uninjured, and the water in the channel as deep, if not deeper, than before the storm.

"The disaster, in my opinion, will in no wise diminish the export movement through the port in the future or check the recent ratio of its growth.

"Galveston has been sorely hurt, but none of us has lost heart, nor do we feel that we are building our hopes of the future on a false premise.

"Our fate is but the common fate of all;
Into each life some rain must fall,
And some days must be dark and dreary.'"

In response to the request of your representative, Col. L. J. Polk, general manager of the Gulf, Colorado and Santa Fe Railroad, dictated the following:

"The railroads, I think, have quite clearly demonstrated their faith in Galveston's future greatness, not only by the work of restoration of their property that has already been accomplished, but by that which they have in contemplation. By this, I mean that their facilities will be entirely restored to the condition that they were in before the storm, and in the rebuilding of structures that have been destroyed, such as freight sheds, roundhouses, etc. Such structures will be of a very much more substantial and permanent character than were those destroyed.

"As you are aware, all of the roads entering here, instead of rebuilding the three bridges, combined their energies in rebuilding one, namely, the Gulf, Colorado and Santa Fe bridge. It is generally understood, I believe, that this bridge is to be used until a permanent double-track bridge can be substituted for it. I may add that the construction of such a bridge was discussed and in contemplation before the storm occurred, and the destruction of the three has simply emphasized its necessity, and will undoubtedly hasten its construction.

"Speaking from a railroad standpoint, there is not the slightest doubt in my mind that the port of Galveston will not only retain the business it has heretofore enjoyed, but will increase it as time goes on, because it is the port above all others for that vast territory west of the Mississippi River and east of the Rocky Mountains; and its facilities, which are now being rapidly restored to their former state of excellence, are surpassed by none in the United States.

"What is true of the railroads and the Wharf Company, in their Phoenix-like rising from the ashes of their misfortunes, is also true, I believe, of all other business interests in this city, and this view is amply sustained by the marvelous pluck and indomitable energy of our people in the work of rehabilitation already begun and so far advanced.

"The recent great storm has clearly demonstrated the fact that more solid and substantial buildings are necessary to withstand future assaults of wind and wave, and that such buildings will rise upon the ruins of those destroyed and form a greater and everlasting Galveston there is no doubt in the minds of those who are on the ground and can best understand and appreciate this fixed purpose of our people."

This is how Maj. R. G. Lowe, editor of the *Galveston News*, regards the situation:

"The future of Galveston is assured by three primary considerations:

"First, the island stood the shock of the greatest wave and wind current that ever visited the American continent. It has often been



THE GALVESTON MEDICAL COLLEGE
Before and after the storm

argued, and very generally believed, that should a storm of the character of the one now in history ever visit the island, it would result in its total demolition. Nothing of the kind has occurred, and the island to-day is as stable and firm as it ever was.

"Second, the depth of water upon the bar is still assured, twenty-eight feet of water being found thereon at the present moment, with the jetties leading out into the gulf intact. There are ten foreign vessels now loading at the wharves, an evidence that this outlet is of paramount necessity to the great West, and must therefore be maintained.

"Brains and capital are still here to conduct the business of the port, which is an economical necessity to twenty-one states and territories contiguous to the Gulf of Mexico as an outlet for their products.

"Third, Galveston had within its borders a number of men of considerable wealth. These men were independent of each other, and, unfortunately, frequently disagreed upon matters of public import. The capital of Galveston started the Gulf, Colorado and Santa Fe railroad, and built of this line six hundred miles into the interior. Local jealousies had arisen and factions were rife. There was not that unity of purpose necessary to the development of a great port, each faction or individual interest pursuing the tenor of its way without reference to the general whole. The terrible calamity that has befallen the city has consolidated these interests into a common factor, each striving with a determined purpose to upbuild and strengthen Galveston. No local or individual jealousies can longer exist, the united energy and strength of the community being now devoted to the upbuilding and future glory of the great seaport. They have been cast down together and must rise together.

"For these three prime considerations I regard the future of Galveston as an assured condition. With the glorious help of the outside world, so tenderly and beneficently bestowed, doubt is relegated to the past, and hope and determination pave the way for the future. Time, with its soothing hand, will wipe out the horrors of the great calamity, leaving only a sad memory in the accomplishment of Galveston's eventual place as one of the leading seaports of the United States."

Clarence Ousley, editor of the Galveston *Tribune*, thus reviewed the situation for the *Commercial*:

"Stronger than wind or wave is the tide of commerce. The development of Galveston was logical. Commerce demanded it. The West is not changed. Its products are not diminished. The elements of trade that required this port still require it.

"The harbor is here, and if every man now on the island should abandon it, ships would still come, railroads would be operated, and other men would take up the work of rebuilding.

"The federal government spent eight million dollars to develop deep water here, not as a gratuity to Galveston, but as an economy to the producers of the West. The jetties have been paid for every year for the last four years in the saving of freight to the cotton and wheat growers of Texas, Oklahoma, Indian Territory, Kansas, and Nebras-



MASONIC TEMPLE

Before and after the storm; severely damaged

ka. Marion Sanson, one of the foremost planters and cottonseed crushers of Texas, declares that the closing of the port of Galveston would cost the farmers of Texas five dollars an acre upon their holdings of arable land. In the face of such facts it is idle to consider for one moment the abandonment of Galveston.

"In the face of such trade conditions the federal government cannot hesitate to reinforce its work here by the expenditure of double or treble the millions already invested. Galveston is the short-haul basis of trans-Mississippi traffic, and every business man and farmer of the West demands its reconstruction, and its protection."

T. G. Groce, president of the Galveston National Bank, said:

"As to the damage of property of the business men, the merchants can take care of themselves in time without serious inconvenience if a reasonable indulgence is shown them by the people from whom they have been in the habit of getting credit. After that comes the rehabilitation of the city government. A good deal of the taxable property has been wiped out of existence, and it will require earnest study to meet this situation.

"Then there is the problem of what is the best method of securing homes for our homeless. I believe that Eastern capitalists, if they make investigation, will discover that they can build such homes here for our people and make a fair profit on the investment.

"The question of the city's protection for the future should have national consideration. It might be well if a commission were appointed to come here and look the situation over with a view of outlining ways and means. The state will help. Governor Sayers has been here and has a practical idea of what is necessary.

"Great problems are involved in Galveston's future. They will receive the calm business-like view of capitalists and those disposed to help in the upbuilding of our city. The loyal spirit, the undaunted courage and the fine character of our citizenship commands the admiration and the confidence of the outside world.

"The determination of the railroads, the Wharf Company, and of every public enterprise to rebuild as fast as possible shows the spirit of the people and their implicit faith in Galveston.

"The jetties are the basis of the port. They are practically uninjured. The necessity for such a port for the export business of Texas and the West is too manifest to need more than simple mention. Galveston is being rebuilt, and will be greater than before."

Henry Toujouse, Fancy Groceries and Liquors.—Damage by water and breakage will not exceed twelve hundred dollars. "I have sold

only one bottle of champagne since the storm," said Mr. Toujouse, "but it will keep, and I expect to sell plenty of other stuff. I am here to stay."

Kauffmann, Meyers & Company, Furniture.—Damage is estimated at twenty-five to thirty thousand dollars. There is a good stock left and more is coming. The only orders countermanded were those for fine furniture. The firm expects to do a big winter business in cheaper grades.

Bryan Hardware Company.—Damage is twelve thousand dollars. New goods were ordered on September 10th and are now arriving. The trade in building material will be much above the normal.

Moore Brothers, Wholesale and Retail Grocers.—Damage by water will run three to five thousand dollars. Most of this stock was on the second floor. The heaviest loss will be in open accounts, which will, perhaps, return fifty per cent. No orders have been countermanded, but new orders were promptly placed to replenish. Within another week the firm will be in as good a position as ever to serve the trade.

M. W. Shaw, Jeweler.—Direct loss not large. Mr. Shaw generally acknowledged to be a man of large wealth. His losses, direct or indirect, will not bother him much.

Public School Property.—Damage estimated by president of Board of Education to be seventy-five thousand dollars.

Municipal Property.—Damage direct, city hall, water-works, public fountains, etc., estimated at one hundred and twenty-five thousand dollars.

Catholic Churches and Catholic Church Property in Galveston.—Loss by storm estimated by Rt. Rev. N. A. Gallagher, Bishop, to be three hundred and sixty-five thousand dollars. Church property of other denominations estimated at two hundred and seventy-five thousand dollars.

MARTIAL LAW

That Galveston escaped anarchy during the first few days following the storm is one of the marvels of that marvelous period. The community is ordinarily peaceful, but like all communities it has its disorderly elements. Perhaps it was the shock of the elements, perhaps it was the summary expedients adopted—whatever it was, order moved unflinchingly through disorder, and peace reigned over the distraught and dismantled city.

The police force of about seventy regular officers was sufficient for normal conditions. But with eight thousand people rendered homeless and utterly destitute, with many more wrecked in fortune, with all the regular employing industries inoperative, with a food and water famine imminent, with household goods and treasure lying in the streets, with grief in every heart and despair in many, the temptation to lawlessness was all that the spirit of anarchy could wish.

This condition was recognized at the public meeting Sunday afternoon, when the Central Relief Committee was organized, and a department of safety, under Mr. J. H. Hawley, was authorized by the citizens to co-operate with the chief of police. It was done none too soon, for already there was looting of deserted houses and later there was some robbing of the dead.

By Monday morning a considerable force was sworn in, composed of survivors from the artillery regulars at the forts of the local militia and of responsible citizens. A quasi-military organization was effected, under L. R. D. Fahling, and though it was without legal authority, state or federal, it managed by a display of uniform and bayonet to overawe such desperation as might breed. It was particularly effective in impressing idlers for the work of clearing the streets and disposing of the dead, and it gave to householders a sense of security in the dark hours of the night when the ordinary police patrol would have been insufficient.

One source of danger was eliminated at the outset. The mayor, on Sunday afternoon, caused all saloons to be closed, and they were not opened again until civil authority had been re-enthroned.

However necessary was this improvised agency of public safety, it was in the nature of things only temporary and must soon have failed

of its purpose. Authority assumed soon weakens, and the leading spirits of the municipal government, as well as the thoughtful men of the town, realized that strong measures under the form and in the dignity of law must be provided. Governor Sayers anticipated such an emergency and dispatched General Thomas Scurry, adjutant-general of the State Volunteer Guard, to the city. General Scurry arrived on Tuesday evening and immediately placed himself in co-operation with the police department.

On Wednesday it became apparent that a larger and better organized force was necessary to police the town, and the mayor issued a proclamation placing General Scurry in charge of the improvised forces and such companies of the state guard as he could muster here. General Scurry organized his forces and succeeded in maintaining first-class order when the chaotic conditions were considered. In his work he was loyally supported by all classes of citizens and the orders emanating from the military authority were very generally obeyed. It was endeavored to provide in these orders for all possible contingencies, and the result was more than satisfactory.

The relief committees in the various wards found it difficult to secure the amount of labor necessary to carry on the work of recovering the dead and clearing away the debris, and draughts were made upon General Scurry for men. As these men did not volunteer, in many cases it was necessary to impress them. The idea of the military authority was to interfere with private affairs as little as possible, but at the same time it was recognized that the preservation of the public health demanded the most arduous work, and private interest was made to give way to the public good wherever the two clashed.

The mayor's proclamation, declaring martial law and placing General Scurry in command of the provisional forces, was issued September 13th. On September 20 General Scurry decided that a return to the usual processes of civil law was advisable and so informed the mayor, who issued a proclamation that martial law would cease at noon September 21st. At that hour the police took up the work, General Scurry retaining a few companies of the national guard here to lend moral support to the civil authorities. Since then the town has been orderly and the great work of rehabilitating the city has gone uninterruptedly and bravely onward.

The citizens of Galveston are loud in their praise of the manner in which General Scurry policed the city, and have a high regard for his rare good judgment, firmness, and the discretion he displayed in the use of the power which was bestowed upon him.

Of the troops under his command there is much of praise to be said. The Volunteer Guard performed the most arduous service and did it in

a magnificent manner. The lawless element was checked and Galveston came through a most trying ordeal in a most gratifying manner.

The names of the members of General Scurry's staff at Galveston were as follows:



BRIG.-GEN. THOMAS SCURRY,

Adjutant-General of Texas. In charge of military while city was under martial law

Hunt McCaleb, Adjutant-General.

G. S. Reed, Assistant Adjutant-General.

Howard R. Perry, Acting Assistant Adjutant-General.

George M. Abbott, Paymaster.

Guy M. Bryan, Jr., Aide-de-Camp.

Captain J. P. Alvey, trustee for valuables, money, etc., found on dead bodies or in the debris.

John Grant, United States Marshal, inspector for mainland to prevent undesirable visitors, with a force of fifty Deputy United States Marshals.

Colonel N. H. Ricker, inspector and manager of working gang.

Dr. George H. Lee, inspector of hospitals, camps, etc.

Joe Lee Jameson, special inspector.

G. A. Dillinger and Maco Stewart, special inspectors to guard against indiscriminate use of fire in destroying debris.

Thomas Loyd, William Tootil, Robert Paliser, A. Bottomley, Frank Jones, N. C. Clayton, and Pete Callan were appointed special officers to inspect buildings, particularly for the purpose of condemning those deemed unsafe for habitation.

Hart Settle and Stewart Wheeler were appointed special officers to collect stock and vehicles for public service.

The following infantry companies were on duty at Galveston:

Co. A (Houston Light Guards), First Infantry, First Lieutenant A. C. Hutchison commanding.

Co. C (Galveston Sharpshooters), First Infantry, Captain A. Baushell commanding.

Detachment of Co. K (Burleson Guards), Lieutenant J. W. Jenkins commanding.

Co. E (Trezevant Rifles), Third Infantry, Captain E. H. Roach commanding.

Co. C (J. M. Shaw Rifles), Second Infantry, Captain Hammond Norwood commanding.

Co. L (Calvert Light Guard), Second Infantry, Captain L. S. Casimer commanding.

Co. H (M. B. Loyd Rifles), Fourth Infantry, Captain Phil M. Hunt commanding.

Co. D (Fort Worth Fencibles), Fourth Infantry, Captain C. O. Elliott commanding.

Detachment of Troop A (Houston Cavalry), Lieutenant Wheeler commanding.

Troop B (Dallas Rough Riders), First Cavalry, Captain O. Pagett commanding.

Detachment of Battery D First Artillery, Captain George B. Adam commanding.

Captain George McCormick was in command of the military forces until he was relieved from duty on September 19th. He was followed by Captain E. H. Roach, who was relieved on the 20th. Captain Roach was followed by Lieutenant Colonel George T. West, who served until relieved from duty, which was about September 29th. Captain C. O. Elliott was then placed in command, and served until all of the military forces were relieved from duty at Galveston on October 7, 1900.

Each of these companies served about ten days.

Detachment of Battery D served the whole time and Troop B served about two weeks.

The last soldier was withdrawn by the first of October. Thus, in less than a month, the city was completely restored to civil order.

It should be added that General Scurry was in complete control of the working forces, who were paid regular wages from on, after September 13, and the money was disbursed by his office on accurate checking by his inspectors of the several gangs.

Looking backward, it seems impossible that so much could have been accomplished in so short a time, and that the military regime, which was an absolute dictatorship without precedent and without restriction, should have been operated with so little friction. It tells more than words can describe, and is a monument to the discretion of General Scurry and the ready resources of his adjutant, Colonel Hunt McCaleb.

One more remark must be made in this connection. While the laborers under General Scurry were paid after September 13, the order to pay was not made until September 18. Consequently, the men worked without expectation of reward. Few were impressed. Most of them were volunteers, and they included all classes, unskilled laborers, skilled mechanics, clerks, and professional men, who gave their services gladly to save their city from pestilence and to make it habitable.

The heroism of battle has no nobler annals than the few days of Galveston's peril.



ONE WAY OF STOPPING A STREET-CAR

WORK OF RELIEF

All the work of distributing relief and disbursing funds has been done by the Central Relief Committee and its subordinate committees and agents. The entire administration of this trust has been in concert with the ideas of Governor Joseph D. Sayers, who from time to time, by letters, telegrams, accredited representatives, and personal visitation, has kept himself in touch with the general plan.

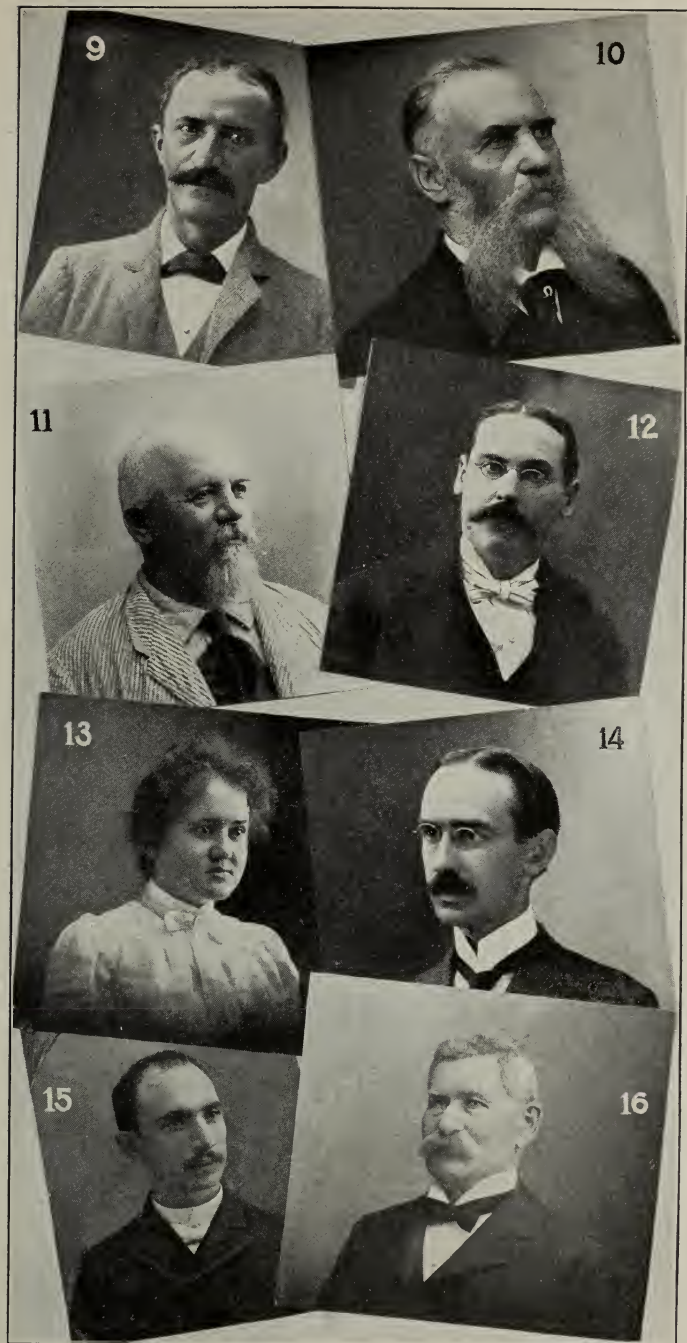
This committee was constituted by a mass-meeting of citizens, assembled at the call of the mayor, Hon. Walter C. Jones, Sunday, September 10th, at 2 P. M. The mayor presided, and Hon. Miles Crowley was chosen as secretary. As originally organized and subsequently enlarged, the committee is composed of Mayor W. C. Jones, chairman; B. Adoue, of the firm of Adoue & Lobit, bankers; John Sealy, of Sealy, Hutchings & Co., bankers; Jens Moller, of Moller & Co., ship brokers; W. A. McVitie, of Fowler & McVitie, ship brokers; M. Lasker, president of the Island City Savings Bank; Daniel Ripley, ship broker; Ben Levy, of Levy Bros., undertakers; I. H. Kimpner, cotton factor; Noah Allen, city recorder; Rev. Henry Cohen, D.D., rabbi of Temple B'nai Israel; W. V. McClonn, representative of organized labor. On September 15th Mr. Crowley resigned as secretary, on account of other duties, and R. V. Davidson, Esq., of Davidson, Minor & Hawkins, attorneys, was elected in his stead.

From day to day, as the work progressed, the functions of the committee were subdivided, and as constituted in a matured system the departments were assigned as follows: W. A. McVitie, chairman of ward committees to provide immediate relief in food and clothing; John Sealy, treasurer and chairman of the finance committee; Ben Levy, chairman of the burial committee; Daniel Ripley, chairman of the hospital committee; M. Lasker, chairman of the correspondence committee. At the initial mass-meeting, Mr. J. H. Hawley, general agent of the International and Great Northern railroad, was appointed to organize a force for public safety in co-operation with the chief of police. Later the Central Committee designated Mr. D. B. Henderson, president of the Galveston and Western railroad, to direct the transfer of supplies and the transportation of persons unable to pay their fare. Each of these chairmen or heads of departments called to his aid such other members of the committee or citizens at large as he required.



MEMBERS OF CENTRAL RELIEF COMMITTEE

1. Miss Clara Barton, Pres. Red Cross Society of America. 2. Walter C. Jones, Mayor Galveston.
3. Wm. A. McVitie, Chairman Central Relief Committee. 4. John Sealy. 5. R. V. Davidson, Sec.
6. I. H. Kempner. 7. Noah Allen. 8. Daniel Ripley



MEMBERS OF CENTRAL RELIEF COMMITTEE

9. Ben Levy. 10. Jens Moller. 11. Bertrand Adone. 12. W. V. McConn. 13. Miss Williams, Official Stenographer. 14. George A. Soper, Honorary Member. 15. Rev. Henry Cohen, D. D. 16. M. Lasker

None of this onerous service has received a cent of compensation, though for many weeks it required the entire time of the men employed at a season when they would not have abandoned their private business for fifty dollars an hour. The same sacrifice of private interests was made by hundreds of prominent citizens in various capacities of public service and by thousands of men of humbler callings who entertained no thought of reward. It is true that the emergency presented a case of self-preservation in which the business, the health, the very life of every man was at stake, but it is none the less noteworthy that there was no shirking, no complaining by those upon whom the burden fell. Other communities may have done as well under like circumstances; none could have done better.

These remarks are made with some hesitation, but are written down after due thought, as required by some captious murmurings from the ignorant and selfish at home, who refuse to understand that the truest charity is that which enables the helpless to become self-sustaining, and by the malicious libels of a few depraved natures who pretend to believe that with the fund already contributed, amounting to a million dollars in round numbers (October 15th), Galveston should have been able to restore the loss of twenty to thirty millions.

For clearness of understanding, the committee organized Sunday afternoon is called the Central Committee, and the sub-committee in charge of immediate relief is called the Relief Committee.

The work of immediate relief began Sunday evening. A chairman or director was appointed for each of the twelve wards, and they, under the direction of Mr. W. A. McVitie, constituted the agency of relief. How many were to be fed and clothed, nobody knew. But by night drayloads of groceries were hauled from the wholesale stores, and there was no hunger anywhere. Monday at 9 A. M., and every day thereafter for many weeks, the ward chairmen met in conference, reported their needy, and gradually evolved a system of relief. A commissary was set up in each ward, and supplies were furnished to those who could not buy. For the first week the distribution was generous. It was thought safest to err upon the side of humanity. Besides, not until September 18th did the Central Committee resolve to pay street laborers, and until that time every man at work must be fed from the public stores. After that date food supplies were limited to families without able-bodied supporters.

Gradually the Relief Committee was able to furnish clothing, shoes, stoves, cots, blankets, and the most important household articles. By the middle of October about one thousand such outfits had been supplied. But this work of supplying the most urgent necessities is not half accomplished; for, be it remembered, more than three thousand homes

were utterly destroyed with all their contents, and the furnishings of several hundred more were left worthless.

For the first three or four days the Relief Committee was compelled to purchase groceries from the local wholesale merchants, but within a week supplies were arriving freely, and purchases ceased, except upon occasion when the stock of some particular necessity was temporarily exhausted. On the other hand, the committee was obliged at times to dispose of perishable articles which arrived faster than they could be consumed. It was impossible for the outside world, making up contributions in such assortment as each community deemed best, to send what was required in the precise quantities and varieties of healthful living. But the shortage of one article, which compelled us to buy, was generally counterbalanced by the surplus of another, and so we managed to get along. It should be stated in this connection that it was the constant endeavor of the Relief Committee and of the Central Committee to save as much as possible of the cash contributions to give the sufferers permanent aid in the way of household furnishings and repairs to homes.

Up to October 15th, the cash contributions to the Galveston fund amounted to \$1,076,309.18. In food, clothing, and household supplies there were about three hundred thousand dollars more. Of the million dollars in cash, about fifty-five thousand dollars have been spent in the purchase of supplies, about one hundred thousand dollars have been spent in the work of sanitation and recovering the dead from the débris, two hundred thousand dollars have been set aside for rebuilding ruined homes, one hundred thousand dollars for repairing homes, ten thousand dollars for temporary structures, and ten thousand dollars for tools and implements for working people. Allowing liberal margin for other expenditures, five hundred thousand dollars remain for permanent relief.

Miss Barton has undertaken, besides furnishing large supplies of food and household goods, to secure the material for temporary homes to cost in the aggregate two hundred thousand dollars.

A statement of all moneys received by Governor Sayers for the benefit of the storm sufferers on the Texas coast, also of all expenditures and disbursements made by him up to September 30th, is as follows:

RECEIPTS

First week: September 10 (actual), \$2,000.50; September 10 (old fund on hand), \$3,892.59; September 11, \$51,704.55; September 12, \$30,519.47; September 13, \$60,661.57; September 14, \$90,363.69; September 15, \$53,209.93. Total, \$292,352.

Second week: September 17, \$52,477.32; September 18, \$51,808.27;



PANORAMIC VIEW A

Looking from the beach. Note the heaps of débris blown against houses. All the ground shown was once covered with residences and beautiful flower gardens

September 19, \$50,108.44; September 20, \$21,341.24; September 21, \$34,379.12; September 22, \$22,343.21. Total, \$232,437.60.

Third week: September 24, \$33,172.15; September 25, \$27,924.33; September 26, \$20,528.69; September 27, \$5,151.08; September 28, \$32,244.26; September 29, \$26,496.09. Total, \$145,516.60. Grand total for the three weeks, \$670,326.20. Total disbursements, \$585,892.02. Balance on hand October 1, 1900, \$84,534.18.

DISBURSEMENTS

September 10: Relief committee at Houston, through T. W. House, three thousand six hundred dollars.

September 14: John Sealy, chairman finance committee, Galveston, fifty thousand dollars; S. Taliaferro, Houston, through T. W. House, for storm sufferers on Galveston mainland and in Brazoria County, two hundred and fifty dollars; E. O. Stanard Milling Company of Dallas, through the mayor of Dallas, for supplies shipped to Galveston, \$2,287.50.

September 15: John Sealy, chairman finance committee, Galveston, one hundred thousand dollars; expenses shipping cots to Houston, \$14.10; relief committee at Quintana, five hundred dollars; Louis R. Bryan, Velasco, relief of storm sufferers, one hundred dollars; H. W. Garrow, chairman relief committee of Houston, through T. W. House, for refugee storm sufferers at and passing through Houston, ten thousand dollars; Snyder, Davis & Co., Dallas, supplies purchased through mayor for Galveston, \$3,466.02.



PANORAMIC VIEW B

Continuation of Panorama A on opposite page

September 17: L. P. Sieker, expenses of trip to Galveston, \$12.05; Joe Lee Jameson, expenses trip to Galveston, \$15.65; Boren & Stewart, Dallas, supplies purchased through mayor for Alvin, \$437.50; Boren & Stewart, Dallas, supplies purchased through mayor for Galveston, \$797.78; Boren & Stewart of Dallas, supplies purchased through mayor for Galveston, \$2,879.41; D. Clucksman of Dallas, supplies purchased thorough mayor for Galveston, \$1,477.88; D. Clucksman, Dallas, supplies purchased through mayor for Alvin, \$2,336; Eagle Ford Roller Mills, Dallas, supplies purchased by mayor for Galveston, \$476.40; mayor of Alvin, special contribution, Wedgeforth Company, Chicago, five hundred dollars; Sinclair Taliaferro, through T. W. House, for storm sufferers on Galveston mainland and in Brazoria County, five thousand dollars; John Bremond, Austin, supplies for Waller, \$587.38; Allardyce Brokerage Company, San Antonio, supplies purchased through mayor for Richmond, \$1,968.53; Allardyce Brokerage Company, supplies purchased through mayor for Richmond, \$1,220.83; E. O. Stanard Milling Company, Dallas, supplies purchased through mayor for Galveston, \$381.25.

September 18: John Sealy, chairman finance committee, Galveston, fifty thousand dollars; Hugo, Schmeltzer & Co., San Antonio, supplies purchased through mayor for Richmond, \$843.75; Hugo, Schmeltzer & Co., San Antonio, supplies purchased through mayor for Richmond, \$421.61; Guenther Milling Company, San Antonio, for supplies purchased through mayor for Richmond, seven hundred and seventy dollars; C. H. Guenther & Co., San Antonio, for supplies purchased through the mayor of San Antonio for Richmond, \$437.50; A. B. Frank Company, of San Antonio, for supplies purchased through mayor for

Richmond, \$449.41; cash paid to correct error in postal note, four dollars; chairman relief committee, Pattison, one thousand dollars.

September 19: Sinclair Taliaferro, through T. W. House, for storm sufferers on Galveston mainland and in Brazoria County, twenty thousand dollars; Sinclair Taliaferro, through T. W. House, for storm sufferers on Galveston mainland and in Brazoria County, twenty thousand dollars; Thomas B. Cochran, Austin, for relief of storm sufferers, refugees in Austin, two hundred dollars.

September 20: W. B. Walker & Sons, Austin, for supplies for Pattison, Waller County, Texas, \$662.52; A. F. Martin & Bro., Austin, for lime shipped to Galveston, six hundred and sixty dollars; A. F. Martin & Bro., Austin, for lime shipped to Alvin, ninety-nine dollars; Guenther Milling Company, San Antonio, for supplies purchased through mayor for Richmond, \$875.

September 21: Paid special contribution, I. O. O. F., Galveston, two hundred and fifty dollars.

September 22: John Sealy, chairman finance committee, Galveston, one hundred thousand dollars; Typographical Union, Galveston, special contribution, ninety-three dollars; Galveston Labor Council, special contribution, fifty dollars; Galveston street railway employes, special contribution, eighty-four dollars; Galveston Masons, special contribution, fifty dollars; F. H. Mann, Galveston, special contribution, two hundred dollars; John P. Bell, county judge, Bellville, relief for Austin County, Texas, two thousand dollars; Sinclair Taliaferro, through T. W. House, for storm sufferers on Galveston mainland and in Brazoria County, Texas, five thousand dollars; H. W. Garrow, chairman relief committee, Houston, through T. W. House, for refugee storm sufferers at and passing through Houston, ten thousand dollars; C. H. Guenther & Son, San Antonio, for supplies purchased through mayor for Richmond, \$859.25; Allardyce Brokerage Company, San Antonio, for supplies purchased through mayor for Richmond, \$1,331.41; Hugo, Schmeltzer & Co., San Antonio, for supplies purchased through mayor for Richmond, \$666.25; J. M. Pinckney, chairman relief committee, for medical supplies for Waller County, Texas, two hundred and fifty dollars; George C. O'Brien, Beaumont, relief of storm sufferers from Bolivar Peninsula, fifteen hundred dollars; Sinclair Taliaferro, through T. W. House, for storm sufferers on Galveston mainland and in Brazoria County, ten thousand dollars; J. C. Leveridge & Co., East Bernard, for storm sufferers, East Bernard, Wharton County, five hundred dollars

September 24: George C. Sauer, San Antonio, for supplies purchased through mayor for East Bernard, \$216.96; J. M. Pinckney, chairman relief committee, Waller County, ten thousand dollars; J. S. McEachin,

county judge, for relief of Fort Bend County, ten thousand dollars; Guenther Milling Company, San Antonio, for supplies purchased through mayor for Richmond, Fort Bend County, \$437.50; Guenther Milling Company, San Antonio, for supplies purchased through mayor for East Bernard, Wharton County, three hundred and seventy dollars.

September 25: Armour Packing Company, San Antonio, for supplies purchased through the mayor of San Antonio for East Bernard, Wharton County, Texas, \$291.29.

September 27: Boren & Stewart, Dallas, for supplies purchased through mayor for Angleton, \$12,563.95; Boren & Stewart, Dallas, for supplies purchased through mayor for Velasco, \$5,340.53; Cameron Mill and Elevator Company, of Fort Worth, for supplies purchased through K. M. Van Zandt for Howth, Waller County, \$165; Sinclair Taliaferro,



TEMPORARY GRAVES ALONG THE BEACH

through T. W. House, for storm sufferers on Galveston mainland and in Brazoria County, ten thousand dollars; Fort Worth Packing and Provision Company, for supplies purchased by K. M. Van Zandt for Hempstead, \$2,150.20; Fort Worth Packing and Provision Company, for supplies purchased through K. M. Van Zandt for Howth, Waller County, \$417.36.

September 28: John Sealy, chairman finance committee, Galveston, one hundred thousand dollars; H. W. Garrow, chairman relief committee, Houston, through T. W. House, for refugee storm sufferers at and passing through Houston, five thousand dollars.

September 29: Armour Packing Company, San Antonio, for supplies purchased through mayor for East Bernard, Wharton County, \$47.79; remittances to Hutchings, Sealy & Co., finance committee, Galveston, nine thousand five hundred dollars; paid for revenue and postage-stamps, \$25.71; exchange on drafts, \$9.15; Eagle Ford Mills, Dallas, for supplies purchased through mayor for Velasco, \$736.60. Total, \$585,792.02.

Including all these amounts in cash and supplies the total contributions to the sufferers of Galveston and adjoining sections will aggregate about one million seven hundred and fifty thousand dollars. To this there should be added about fifty thousand dollars contributed by several fraternal orders and unions to their brethren and fellow-craftsmen, with a possible twenty-five thousand dollars sent privately for special uses.

Considering the losses, it will be seen that permanent aid, in the way of household furnishings and restoration of homes, will amount to comparatively little, say six hundred thousand dollars to replace ten million dollars. This is not said murmuringly, but as a statement of fact due to both Galveston and the generous people who have contributed to her relief.

On September 27th the Relief Committee's work was amalgamated with the work of the Red Cross, under the form of the Galveston Auxiliary of the American National Red Cross. Miss Clara Barton, president, and Mr. Stephen E. Barton, vice-president of the National, had arrived some ten days before, with a generous store of supplies and a corps of trained assistants. They had taken hold in the earnest, intelligent, heartfelt way that has made the Red Cross known and loved in every land, and were soon in close touch with the Relief Committee. Miss Barton declared that the work of the committee could not have been done better, but the committee felt that identification with the Red Cross would not only produce more satisfactory results at home, but would be a guarantee to the world that the highest wisdom was being exercised.

As organized to-day (October 15th) the relief work is conducted by the following ladies and gentlemen, assisted by scores of volunteers among the ladies of the city: First Ward, Mr. James C. Doyle and Miss Annie Hill; Second Ward, Mr. Clay Stone Briggs and Mrs. C. Settle; Third Ward, Mr. Jake Davis and Mrs. W. S. Griffin; Fourth Ward, Mr. Morgan M. Mann and Mrs. J. G. Goldthwaite; Fifth Ward, Mr. Gus Dreyfus and Miss Lucy Quarles; Sixth Ward, Mr. George Stenzel and Mrs. J. Bentick; Seventh Ward, Mr. Foster Rose and Mrs. William Crooks; Eighth Ward, Mr. J. S. Montgomery, Mr. Sealy Hutchings, and Mrs. E. C. Worrall; Ninth Ward, Mr. Clarence Ousley and Mrs. Alphonse Kenison; Tenth Ward, Mr. W. F. Coakley and Mrs. Lucy A. Gregory; Eleventh Ward, Mr. John Goggan and Mrs. W. F. Beers; Twelfth Ward, Dr. H. A. West and Mrs. C. Scrimgeur.

Until martial law was declared on September 13th and General Scurry took control of the entire situation, the ward chairmen were also charged with the duty of directing the laborers who were removing the débris and recovering the dead.

Returning now to the general work of the Central Committee, a

running summary of their important actions from day to day will be recorded.

First, it is interesting to note that at the original Sunday mass-meeting, conservative estimates numbered the dead as six hundred. The lowest estimate now, after turning over the last piece of wreckage, is six thousand in the city, one thousand on the island, and one thousand on the mainland.

1. A glimpse
at the wreck



2. A funeral
pyre



3. Searching
for the dead



Monday, September 10th, it was seen that the bodies could not be buried in the cemeteries or held an hour longer in the morgues, and the order was given for them to be taken to sea. That method was pursued for one day and seven hundred were disposed of, when it was realized that health, even the sanity of people on the streets, forbade the ghostly parade of carts to the wharf, and the only course was to bury or burn on the spot.

Tuesday, September 11th, the department of public safety was empowered to impress laborers. It had been done the day before in loading the dead on the barges, but now it became general. No private work was permitted while the public health was endangered. Mail by boat from Galveston to Texas City was announced. Mr. D. B. Henderson was put in charge of transportation, empowered to charter a suitable steamer or steamers, and transfer to the mainland indigent and helpless people who desired to leave the city. For several days the railroads transported all such persons free of charge, and after they had so generously met this emergency continued for many weeks to give a half rate to any part of the United States. At the conclusion of the meeting on this occasion, the committee went into executive session, and approved the suggestion of the mayor to call to his aid, in the preservation of the public peace, Brigadier-General Thomas Scurry, adjutant-general of the state. In furtherance of this move, martial law was formally declared on September 13th, and thereafter until September 20th General Scurry was in full control of the situation in respect to public peace and handling the laborers upon public work. General Scurry was in daily attendance upon the committee meetings, consulted freely with the members, and his every act had their hearty approval.

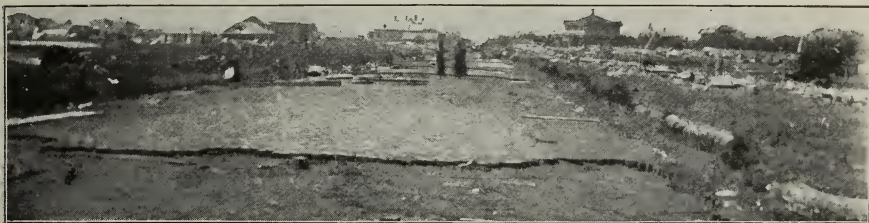
Wednesday, September 12th, the committee authorized the purchase of whisky for the ward chairmen, to be furnished to men handling dead bodies. The saloons had been closed by order of the mayor since Sunday afternoon, and thereafter whisky could be secured only on order of the Relief Committee.

Thursday, September 13th, Mr. Joe Lee Jameson, state revenue agent, arrived as the governor's representative. He put himself in touch with the committee, and was general inspector under the military régime. On the same day General Chambers McKibben, U.S.A., commanding the Department of Texas, arrived and appeared before the committee. He heartily approved the work of the committee, and announced the coming of rations and hospital tents shipped by the Secretary of War.

On September 16th it was ordered that on and after September 18th the laborers under General Scurry be paid at the rate of \$1.50 a day, and rations. Subsequently the order was enlarged, and the pay began

with the 13th. After the second week laborers received two dollars a day, without rations, and thereafter no able-bodied man was fed from the public commissaries. When martial law ended the labor forces were transferred to Mr. Jens Moller, of the committee.

The committee seriously debated whether it should use any part of cash contributions for removing the débris and recovering the dead. This was a normal function of the city government, but the city government was paralyzed for lack of funds. The meager taxes that could be collected were far below the ordinary municipal expenses. The case presented an emergency for which there was no other solution than the use of part of the contributed fund. It was not a matter of street-cleaning or of sanitation in the ordinary sense. It was a matter of mercy to the dead and life to the living. No business could be done with the streets



Foreground once occupied by dwellings. Shows paving washed away. (Miles of paving in all parts of city washed out to sea)

choked. Existence was intolerable in the stench. Pestilence threatened. Weeks must elapse before all the corpses could be removed. There was no choice. The committee concluded, after careful deliberation, that if the contributors understood the situation they would with one accord approve the use of part of their donations for cleansing the city, and it was so ordered.

On September 20th, Mr. Stephen E. Barton, vice-president of the American National Red Cross, addressed the committee and heartily applauded its work. Miss Barton was in the city, but was indisposed. Both Miss Barton and Mr. Barton were elected honorary members of the committee, and Mr. Barton sat with it at each session until his departure early in October.

On September 21st, martial law having ended and normal peace being restored, the mayor asked the approval of the committee to permit the saloons to be opened. It was given. As a matter of fact, except during the days of martial law, there was no authority under which any legalized business could be stopped. The instance is related in this connection merely to illustrate the expedients to which the authorities

and the committee resorted, and also to exhibit the ready acquiescence of the people of all classes.

On September 21st, the committee authorized the Relief Committee to sell perishable goods.

On September 24th, a communication was presented from Mr. A. E. Orr, chairman of the relief committee of the Merchants' Association and the Chamber of Commerce of New York City, presenting the offer of George A. Soper, Ph.D., an expert sanitarian, to lend his services to the city without charge. The offer was gratefully accepted, and shortly afterward Doctor Soper arrived. He put himself at the command of the committee, and in co-operation with the local board of health and the organized body of alert and intelligent resident physicians, soon mastered the situation.

A VISIT FROM THE GOVERNOR

On September 25th, Gov. Joseph D. Sayers arrived and met with the committee. He had made a personal inspection of the work done on the streets and acquainted himself thoroughly with the management of the entire problem. His views are best presented in the following report of his address to the committee:

"When the disaster at Galveston and other points on the coast became known to me I at once took steps for securing such relief in the shape of supplies and money as it was possible to obtain. I at once telegraphed the Secretary of War asking him to place at my disposal fifty thousand rations which were at San Antonio and hurry them forward as rapidly as possible to the city. I asked the mayor of Houston to assist me in shipping supplies from Houston to Galveston as fast as they reached that point. In addition to that I ordered two hundred thousand pounds of flour and one hundred thousand pounds of bacon, both of good quality, to this city, and in my communications everywhere with parties who desired to contribute supplies I directed them to ship them as rapidly as possible to Galveston. I had had no communication with this city, and it was not until I sent Mr. Jameson down and he had a conference with you that I obtained any information of this city.

"Outside of the people residing in Galveston and those who had families here, there has been no one in Texas more deeply interested in the condition of affairs at this point than myself. I felt that in the matter of contributions I should leave the administration entirely with the city of Galveston and with the people of Galveston. I had confidence in the ability of the city authorities and in the committees that had been appointed to take charge of matters here and adjust them fully as well, if not better, than myself. I ordered General Scurry to come

here and assist you, and am quite confident that he has done much better than if I had been personally present. After much reflection I reached the conclusion that I should relieve the city upon two lines, so as to provide it, if it is possible for me to do so, with money enough to compensate labor properly for removing the débris of the city and cleansing it.

"I have endeavored, and will endeavor, to place in the hands of the finance committee enough money for that purpose. You cannot now tell how much it will take, nor can I. Not hearing anything from Galveston direct, I felt it my duty to have sent to the city as many supplies as possible, and every kind of food and clothing, thinking that the men of property in this city would sustain such losses, direct or indirect, that they should not be called upon to contribute to the relief of any person



NO. 67. FIRST CAR TO RUN AFTER STORM

in the city. That is the reason I have established a depot of supplies in this city, that you might have sufficient to support widows, children, and old people that are not able to work, at least until the first day of January; that no able man that could work and would not work should receive any supplies at all; that in place of feeding him, if he would work, to pay him wages that would fully compensate him for his work. I have not been able to get here until this morning. For ten days I have been at work all day and until three o'clock in the morning. I have received and answered more than five thousand telegrams myself. I have had no one in my office but my secretary and my stenographer and my porter. I have a mass of correspondence that I have not been able to attend to.

"There are two things that I want to impress upon this committee and the people of Galveston. I have come here, I am your friend, not simply because I am governor, but because I want to be your friend, and in the hour of your calamity and distress I will stand by you with all the

strength I have. The one is the absolute necessity of harmony. When this committee gets together to discuss every proposition that is right, let each gentleman express his own views, but when a majority of the committee say that a thing should be done and how it should be done, let them fall into line, and let no one on the outside know that there has been any disagreement. For a few days after the storm you had no trouble in securing harmony. When danger is abroad, weaker natures cling to those that are stronger. But when danger passes away, when there is a rift in the clouds, you will find those weaker natures passing away from you. They will stand on corners, they will sit in the corridors of the hotels discussing your matters; some ignorantly, some maliciously. No man on this committee, no man in the city administration, if he does his full duty, can hope to escape criticism, much ungenerous, and some malicious; and they must rely for their reward upon the consciousness of duty well performed. I have been criticised. I have accepted it, but I am much more hardened than you. I am used to it. My own judgment and my own conscience tell me that I am endeavoring to do right and have done the best under the circumstances, and I remain satisfied. All that I want you to do is to be harmonious. What you have done should receive the commendation of every great-minded man of Galveston. You have done wonders, and under these adverse circumstances you have accomplished much. Understanding human nature as I do, it will be more difficult for you to do this than what you have already done. I make these remarks, gentlemen, so that if unjust criticism comes to your ears, to encourage you to pay no attention to it; go forward in the discharge of your duty for Galveston as your judgment and conscience dictate, regardless of what other people may say. It is the only way that you may hope to accomplish anything. I am still at your service, and while I am charged with other important duties to Brazoria County, mainland of Galveston County, Harris County, Waller County, and Fort Bend County, and I am trying to provide for their use as well as yours, yet at the same time I am not going to forget that Galveston needs all the support she can get. I have no suggestion to make to you except to harmonize, and when the majority of this committee votes for anything, to do it and not let the outside world say that you were against it. The nearer you get to one-man power under these circumstances, the sooner you will get to the good of your city.

"I am very anxious, more anxious than you can imagine, that the trade and commerce of Galveston should be re-established at the earliest moment practicable. I have been laboring to create the impression that Galveston from her calamity and her disaster will rise stronger than she ever was before. With the exception of one single letter of the many thousands of telegrams and letters I have received, only one would

be unpleasant for you to hear, only one. But I want to make the people, not only of the United States, but of Europe, the whole world, believe that Galveston is here to stay. She is here not only to resume business relations with the world, but the main thing to her interest, that is, what the business men must do, they must exert themselves at once to put themselves in direct communication with the public in that line, not depending upon the newspaper reporters, but give a statement to the press signed by business men of the city that we are ready to resume business relations here. And my judgment is that in less than thirty days, if this committee is harmonious and they will stand shoulder to shoulder and allow nothing to creep into their midst, go right along as they have done, you will receive for shipment all that you would have received if the storm had not come.

"I have been urging the people wherever I met them, talked with them, written to them, and wired them, that just as soon as railroad communication could be established at Galveston, that they could renew their business with the city.

"I would have been here sooner, but it was impossible for me to come. Besides, I could serve Galveston much better in Austin than here. I want you to feel, and the mayor and the city authorities to feel, that I am ready to co-operate with them to the very best of my ability to relieve this city of its present embarrassment until it is recognized by the whole world as the leading commercial city of the Gulf coast."

AN ADDRESS BY MISS BARTON

It was not until September 26th that Miss Clara Barton was able to meet with the committee. She was formally presented to the members that day, and on the day following addressed the committee substantially as follows:

"The homeless people of Galveston must in some way be made comfortable. I do not know by what rules. This is one of the delicate subjects that will come up. We had to confront that in other places. In Johnstown there were three thousand people who were utterly without homes and who had to be provided for at once. I was on that committee, and homes were built. Again, in the Port Royal disaster there were six thousand families left without any shelter whatever. We bought lumber and they put it up themselves. They were negroes, and they built their own huts and houses, and probably the most of them are living in them to-day. It seems to me that possibly some of your lumber can be used, something temporary, but the great point is for the world to find out that your people need homes. They are so apt to think if nobody is hungry and nobody is cold that that they need nothing else.

My efforts are to try to get before the people of the United States the plain, cold fact that your people have to be sheltered. I do not want to take up any time, and it may be that the least time I could occupy of yours would be to run over what I have just to-day sent out."

Miss Barton then read the following letter:

"GALVESTON, TEXAS, September 28, 1900.

"Mr. William Howard, 156 Fifth Avenue, New York City—Dear Mr. Howard: This great wild throe of loss, grief, and anguish has come and gone. The sun shines over Galveston's placid bay and the people go about as before. Each day brings to them its duties; but not the same. The great business houses and marts of trade are now relief-rooms and shelter for the people. Where the man two weeks ago earned the money and bought the food for his family, the food is now given him. And his family? Ah! let him answer. The business men of Galveston never worked as they work to-day, never care and responsibility lay on them as now. Each had felt before that the welfare of the city was a part of his own interest; but now he feels that its life, its very existence, depends on his endeavors. They watch this city of their homes and their love as a child sick unto death over whom the physician shakes his head. Will it live? Can we save it? Not a hand-grasp is relaxed. Firm and united, brave, silent, and hopeful, they stand with their dark present and their uncertain future. To whom, think you, their thoughts go out in these days of peril? Whom but to the other great business men of the country whom misfortune has passed by. To such as you, my good friends, holding in your hands the great levers of relief, and who are working as tirelessly, as vigilantly, and determinedly as themselves—to the pastor with his flock, to the teacher with her charge, to the merchant with his counters, the smith at his anvil, the sportsman at his games, and the devotee at her prayers. The clarion cry has gone out to all. All have listened; and where on the face of the green earth is the ear so alive to the cry of distress as in the United States of America? Shall she lose a sick child for want of care? God forbid. There is not to-day a needfully hungry person in Galveston, none needing clothing that can be reached, not an orphaned child uncared for that we know of; but there are eight thousand homeless people. Try to think what that word implies to the home-loving Anglo-Saxon. Three-fourths of these are without a vestige of a shelter, only as huddled in with friend or stranger—not an article that was ever in the home is left, not one familiar object to their eyes, not a single earthly possession; and often even that is forgotten in the unspeakable loss of those who went out with the home.

"Where shall these wretched people go? What shall become of

them? Many owned their homes; but for miles along the coast even the ground is gone and the restless tide ebbs and flows over what was all to them. When and how shall they find another home—even small and temporary—some place, be it ever so humble, that is once more their own? Some place that they can be safe for themselves and safe for their neighbors; for this state of things cannot long exist with safety to the city itself.

“It is this, my good friend and coworker, that draws the anxious look over the brows of these Galveston men; it is this that perplexes their committees. Johnstown had its three thousand homes replaced; Port Royal had its four thousand little rude huts and homes rebuilt. Shall Galveston alone remain unsheltered? Is she not a part of the land of the free and the land of the brave?

“Very sincerely yours,

“CLARA BARTON.”

Miss Barton has followed this appeal with an address to the American people asking for materials for the construction of temporary homes for these eight thousand homeless. God grant her appeal may not go unanswered! The winter is almost upon us—not the winter of Northern climates, but a winter comparatively as cold and infinitely more cheerless, which must be weathered in tottering wrecks of houses, open to rain and wind, or in tents pitched upon the open bleak beach. The people are not beggars, they are not idlers, but they cannot provide homes out of the earnings of two months. Hear the Macedonian cry: “Come up and help them or they perish!”

Supplementary to the efforts of Miss Barton, the Central Committee on October 6th set aside fifty thousand dollars for repairs to wrecked homes, one hundred thousand dollars for rebuilding homes, ten thousand dollars for temporary homes to be erected upon the public squares, and ten thousand dollars for tools and implements for workmen, washerwomen, and seamstresses. Later the appropriations for rebuilding and repairing were doubled. Miss Barton’s plans will require about two hundred thousand dollars’ worth of material and fifty thousand dollars in labor.

According to the advice of Governor Sayers, the work of the Galveston committee has been confined to Galveston Island. The mainland counties have been assisted from funds in the governor’s hands, as appears from his report. In all the coast region, as in Galveston, there is urgent need for further relief. In the country districts the crops were utterly destroyed and there is no means of self-support until spring. In the city the supply of food and clothing is abundant for the needy, but conditions of life are harder, expenses are greater, and exist-

ence is from hand to mouth. Business will take care of itself. Galveston's plucky men of trade have maintained their credits and their commercial relations. But the great mass of the common people are starting life anew. Surely from the abundance of this prosperous nation something more can be spared to give them temporary roofs and the bare necessities of housekeeping.



IN HAPPIER DAYS

Children in the Flower Parade, April 21, 1900

INCIDENTS

Pathetic and heroic incidents of the Galveston storm could be related by the volume, yet the most industrious effort could not bring them all to light.

It is not the purpose of this volume to appeal to morbid tastes. The



SPECIMEN OF THE WRECKAGE OF THE COUNTY BRIDGE ACROSS GALVESTON BAY

This was the longest wagon bridge in the world, and was built at great cost

most gruesome experiences have been left unsaid. Still it seems appropriate to add a few typical incidents. Some of the following fell under the writer's observation. Others are taken from newspapers. All are derived from trustworthy sources of information. They will add color to the general narrative and give the reader a better idea of the great tragedy.

THE FIRST NEWS OUT

Mr. James G. Timmins, who resides at 1918 Texas Avenue, Houston, and who is the general superintendent of the National Compress Com-

pany, arrived in that city Sunday night at eight o'clock from Galveston, one of the first to reach there with tidings of the great disaster which had befallen the city, and the greatness of that disaster he could not tell in all its horror because of his endeavors to get home. After staying through the hurricane of Saturday, Saturday night, and Sunday morning, he got away on a schooner about noon Sunday, went across the bay to Morgan Point, where he caught the train and reached Houston a little after nightfall.

The first official messenger, as stated elsewhere in this volume, was Richard Spillane, commercial editor of the *Tribune*, who left Galveston at 11 A. M. Sunday and reached Houston at 3 A. M. Monday. With him were J. J. Delaney, assistant engineer of the Southern Pacific; E. L. Cox and E. L. Porch, brokers, and Thomas South, correspondent of the *Houston Post*. They went over in the steam launch *Pherabe*, a twenty-foot pleasure craft, which had weathered the storm, manned by a volunteer crew captained by Lawrence V. Elder, a contractor, who had seen service as an engineer and a seaman.

The bay was still boisterous and was filled with wreckage. The frail boat was damaged and would scarcely answer the helm. She was not long enough to span the waves, and was now on end, now pointing skyward, as she bravely climbed over them or took them broadside as they broke over her decks.

After a perilous journey, the messengers reached Texas City, ten miles distant, there secured a conveyance and drove three miles to La Marque, the nearest railroad station north of Virginia Point. Here they seized a hand-car and pumped to League City, fifteen miles farther, where they met a train coming south. In spite of their appeals the conductor insisted upon coming on and proceeded to La Marque, where he was compelled to stop for lack of a track. Finally about midnight he consented to return to Houston, where the party arrived at three o'clock, and Mr. Spillane filed the following message to the President and the governor:

"HOUSTON, TEXAS, September 10.

"I have been deputized by the mayor and Citizens' Committee of Galveston to inform you that the city of Galveston is in ruins, and certainly many hundreds, if not a thousand, are dead. The tragedy is one of the most frightful in recent time. Help must be given by the state and nation or the suffering will be appalling. Food, clothing, and money will be needed at once. The whole south side of the city for three blocks in from the gulf is swept clear of every building, the whole wharf front is a wreck, and but few houses in the city are really habitable. The water supply is cut off and the food stock damaged by salt-water. All bridges are washed away and stranded steamers

litter the bay. When I left this morning the search for bodies had begun. Corpses were everywhere. Tempest blew eighty-four miles an hour and then carried government instruments away. At same time waters of gulf were over whole city, having risen twelve feet. Water has now subsided and the survivors are left helpless along the wreckage, cut off from the world except by boat. RICHARD SPILLANE."



A WONDERFUL INCIDENT OF THE STORM

Is shown in the miraculous escape from injury of this statue. The church was wrecked, but this statue and support remained in this position till taken down

Mr. Spillane had had nothing to eat since Sunday at 6 A. M. He was suffering from eczema on the feet at the time, and when he reached Houston his ankles were so swollen and irritated he could not walk, but had to be lifted into the telegraph office. It was a week before he was able to return home.

While the messengers were trying to reach Houston they agreed that if one should fall by the wayside from exhaustion he should be left to shift for himself. At any hazard, one man must reach a telegraph wire. Happily, all arrived and none suffered permanent injury.

AN EARLY REFUGEE

Among the refugees which the Galveston, Houston, and Henderson train, in charge of Conductor T. J. Powers, picked up Sunday at La Marque, which is about four and one-half miles north of Virginia Point, was Pat Joyce, who resided in the west end of Galveston on the corner of Forty-fourth Street and Avenue S. Joyce is in the employ of the construction department of the Southern Pacific Company, and was the sole support of a widowed sister and her four children—two girls and two boys. Part of his story, told to the *Houston Post*, follows:



RITTER'S RESTAURANT

Where several prominent business men were killed. Building collapsed in hurricane

"There were nine families in the house, which was a large two-story frame, and of the fifty people residing there myself and niece were the only ones who could get away. I managed to find a raft of driftwood or wreckage and got on it, going with the tide, I knew not where. I had not gotten far before I was struck with some wreckage, and my niece was knocked out of my arms. I could not save her and had to see her drown. I was carried on and on with the

tide, sometimes on a raft and again when I was thrown from it by coming in contact with some of the pieces of timber, parts of houses, logs, cisterns, and other things, which were floating around in the gulf and bay. Many and many a knock I got on my head and body, until I am black and blue all over. The wind was blowing at a terrific rate of speed and the waves were away up. I drifted and swam all night, not knowing where I was going or in what direction. About three o'clock in the morning I began to feel the hard ground, and knew then I was on the mainland. I wandered around until I came to a house, and there a person gave me some clothes; I had lost most of mine soon after I started, and only wore a coat."

WRECKED ON A DREDGE

E. D. Flood, an employe of the Houston Direct Navigation Company, had a thrilling experience.

On Friday he was sent by the company to work upon a dredge about

half a mile from the Redfish light. The violence of the wind and storm kept all hands busy throughout the next day in endeavoring to save the dredge. But by five o'clock in the afternoon it became clear that all such efforts were hopeless. There were six men under Foreman Daniel E. Skinner upon the dredge, and all escaped in the lifeboat; but an eighth man, John Anderson, who was working on a barge connected with the work of dredging, could not be reached by the others. When they got away he was still upon the barge, but whether the barge lived through the storm is not yet known. Just as the workmen in the lifeboat pulled away, the dredge from which they had fled sank.



A WOODEN CISTERN TELESOPES ANOTHER
Showing the force of the wind in hurricane

Slowly, amid the violence of the storm, the little boat was forced along the half-dozen miles between the station of the dredge and the mainland. The most perilous part of the way seemed past. They were rowing on the flooded prairie, one and one-half miles west of the Dickinson Bayou bridge, and then a log caused the boat to capsize. Fortunately, however, all could swim; and so they succeeded in reaching a telegraph pole which rose near by. Around this the weary men clung desperately, standing in water up to their chins. This happened about nine o'clock in the evening, as was shown by the fact that their water-soaked watches stopped at that hour, and there they clung until four o'clock Sunday morning, when they succeeded in reaching the high roadbed of the La Porte railroad. Finding that the bridge was washed off, the little party struck off across the prairie, wading and swimming.

They crossed the headwaters of the bayou and finally reached Dickinson, where they found food, the first they had had since breakfast Saturday morning.

A WOMAN AND A DOG

"You can't take that dog on this train with you."

"I'll take this dog with me if I have to pay full fare."

There was a very determined look upon the face of the woman.

It was only a small collie, and didn't take up much room, but the woman would almost as soon have parted from the child which clung to her skirts.

All night long had she clung to a raft—the side of a house, a door, she knows not what—benumbed with the wet and cold, torn and bruised in body. With one arm she clasped her child and with the other clung with animal instinct to the tempest-tossed bit of drift.

The collie? He coddled upon her naked bosom, reached two soft, fuzzy paws about her throat, there went to sleep and kept the lifeblood warm in her veins.

The dog went with her on the train, and she did not pay full fare for him, either.

NAVIGATED ON A CROSS-TIE

James Hayes Quarles, in *Houston Post*, September 12th:

"The experience of W. L. Love was one of the most exciting which came under my observation. Mr. Love is a printer employed on the *Post*. He was in this city and his wife and baby were in Galveston, living on Fourteenth Street and Avenue N. He could hear nothing from them, and he started for the island city. Reaching Virginia Point, he was unable to secure a boat in which to cross, and as a last resort he took a railroad cross-tie, and with nothing but a stick to guide his improvised craft, he made his way across the bay. When he had finished more than half the distance he was picked up by a colored man in a boat and taken to the island. His first thought was of his home, and he went at once to find his family. Mrs. Love and the little boy, Sidney, were saved. The water was three feet deep before their home, and Captain Lott, a seafaring man who lived across the street, came to the home for the inmates. There were Mrs. Love and her child, her grandmother, Mrs. E. V. Klein, who is a sister of Hon. W. N. Shaw of this city, and Mrs. L. L. Holbeck, mother of Mrs. Love and niece of Hon. W. N. Shaw. Mrs. Love and the child got in the boat, but the other ladies said the high water was not such an unusual occurrence as to cause fear, and they would not leave their home. The house was carried out to sea and they were lost.

"When I was in Galveston, communication with the mainland was very difficult. I heard men offer fabulous prices to be taken across, and there were no boats to be had. I saw hundreds refused transportation, and I saw those hundreds almost weep because they could not get away. They did not fear a repetition, but no longer could they remain amid so much desolation, and the sensitive human nature was



A PATHWAY CUT THROUGH THE COSTLY DÉBRIS OF HAPPY HOMES

Entire buildings have been tossed into and blocked the thoroughfares

revolting against the sight of so much dead and so much human decomposition. It was horrifying. People who had never before viewed dead, and those who had never seen anything but the remains of dear friends and relatives, were brought face to face with the calamity, and their nerves were not fitted for the sight which met their gaze. They submitted as long as they could, and they sought a means of leaving the place.



ALL THAT REMAINS OF NUMBERLESS HOMES
A mass of jagged timbers swept together in the fury of the hurricane

"I was besieged with people who wanted to send a message to some part of the country advising that they were safe, and had I brought all that were offered, it would have required a ream of paper to keep the memorandum. I accommodated as many as I could and brought a large number of letters."

HUSBAND AND WIFE REUNITED

One of the many touching incidents of the storm occurred in Houston Tuesday. Mrs.



IN THIS SCENE OF WRECKAGE A PORTION OF A HOUSE RESTS ON ITS ROOF

R. Qualtrough and Mrs. Will Glass were at the International and Great Northern depot Monday intent on the relief of any who needed, when they saw a little woman with a baby of about eight months in her arms. The mother was weeping bitterly, so the two kindhearted friends went up to see what was the matter. The stranger said she had just arrived from New Orleans to find Galveston shut off from the world, and her husband, mother, and sister were there, and she feared they were all lost. Mrs. Glass finally prevailed over the poor little woman to go home with her, where she could care for her. Tuesday Mrs. Qualtrough was busy at the market-house helping to distribute the clothing and food to the sufferers, when her son, Willie Qualtrough, came to her and told her there was a man from Galveston in the room,



WRECK OF A MANUFACTURING PLANT

Part of Bag Factory

and he wished she would go to him. The man, who was bruised and beaten in his fight with waves, was in great distress. He wanted to get to New Orleans, but had no money; his wife and child were there, and he had to tell her that her mother and sister were drowned. An instinct told Mrs. Qualtrough the truth. She asked what was the size and complexion of his wife, and how old was the baby. Looking at her strangely, the man described exactly the woman and child found at the International and Great Northern station. "I believe your wife is here," was the extraordinary comment on his story. Calling to Mrs. Ward, the fish merchant, Mrs. Qualtrough asked her to take the man to Mrs. Glass's home, and the husband and wife met. It was a pitiful scene, for while she had got her husband back, the poor woman learned of the loss of mother and sister.

A similar case happened at Galveston. Mr. James Irwin and wife remained in their home until the building moved from its foundation. They were washed from it, and clung together on a raft, endeavoring to make a place of safety. They failed, however, to do so, and were

swept out to sea. The waters separated them, and Mr. Irwin was caught in a returning current and washed back over the island. He made a heroic struggle for life, and succeeded in reaching the Jesuit college on the corner of Fourteenth Street and Broadway. Here he was taken in, and was bemoaning the fate of his wife, who hours before had been swept from his arms, when he heard the cries of a woman for assistance. He left his refuge to respond to the call, and found his wife struggling in the water. They were both saved in the college.

DOWN THE ISLAND

Mr. Henry R. Decie, who lived eight and one-half miles down the island, was at his home when the storm began, but took his wife and children to the house of Mr. Willie Raine, a close neighbor.

After reaching there, he says, the water, with one bound, raised four or five feet, which took the house off the blocks.

"My wife and I were sitting on the foot of one of the beds at that time, which was six o'clock. We felt the house quiver, and my wife threw her arms around my neck and kissed me and said, 'Good by; we are gone.'



ON THIS SPOT STOOD THE STORES OF SHELL
AND CURIO DEALERS

Valuable shells were buried in the sand along the street.
These people are digging for them

"Just then the house

crushed in, and we struggled hard to get out. My baby boy was in my arms a corpse, having been killed by a falling timber. Another wave came and swept the overhanging house off my head. I looked around and discovered that my wife was gone and the remaining part of the house was drifting apart. Catching a piece of scantling 3 by 6 by 20 feet long, I held on to it and was carried thirty miles across the bay, landing near the mouth of Cow Bayou.

"I know that I was struck a dozen times that night while floating around in the water with shingles and pieces of lumber. I had two of my fingers broken upon my left hand. A piece of timber struck me across the face and head, and it swelled my eyes up so that I could not see for four days."

DIED OF A BROKEN HEART

Miss Clara Olsen lived with her mother at Twenty-ninth Street and Avenue P. During the raging of the storm their home went down. Miss Olsen held her mother with one arm and with the other reached out

to get a bit of floating timber. In her struggle to get the timber she loosened her hold upon her mother, who was drowned. The poor girl was taken to the home of a friend, Twenty-first Street and Avenue K, and died two weeks later of a broken heart. She blamed herself for letting go of her mother, and believed herself responsible for her death. No one could convince her otherwise, and she died in terrible agony of mind.

HOW SOME MEN FARED

G. Herbert Brown, in *Houston Post*, September 20th:

"A young man with a ten days' growth of beard upon his face, attired only in an undershirt and a pair of trousers, reined up his horse on Tremont Street this evening at six o'clock and asked whether or not



RUINS OF GAS WORKS

a boatload of fresh fish had come in. It was several seconds before I recognized Mr. J. R. Cheek, the real-estate man. 'I'm working a hundred men out on O½ burying the dead,' said he, 'and I want to get something for my family to eat.' Further inquiries developed the fact that his men were getting all they wanted from relief sources, but he had a hard time to get anything in his larder. It is harder for a man with cash to get anything to eat these days than for a moneyless person.

"I happened to call upon the chairman of a ward the other day when he was at breakfast. The breakfast consisted of coffee, crackers, and oatmeal, with sugar very short—yet the house was full of all kinds of supplies for the destitute, and which he and his assistants began distributing immediately after breakfast.

"Heroes? Why, heroes are so common in Galveston that they are scarcely worth mentioning.

"One thing developed by the storm that has not been commented upon is the manner in which the so-called 'society men' have taken hold

of things. They have worked like Trojans, every one of them, and have proven that the wearing of good and fashionably cut garments is no evidence of lack of manhood. Some of the first to go out in charge of gangs of men clearing away débris and burying bodies were the young fellows one meets at cotillons and fashionable functions. To-day their fair skins are cracked and burned with sun and wind, their hands blistered and burned, and their clothes covered with mud and slime. They glory in their young manhood, and are not one bit ashamed to go about with their collarless negligée shirts open at the neck or their sleeves rolled up. Some of them have not shaved since the storm, and look more like subjects for charity than many who apply for relief.

"One young man, who has probably clothed one thousand people the last two days, is going around in a very much soiled borrowed shirt.



THE LAST STREET-CAR TO ATTEMPT A RUN; WAS HURLED AWAY

Note the massive telegraph-pole, which snapped and wrecked houses

His home was destroyed, and all the clothes he saved he had on his back at the time. He has not had time to buy new clothing, although he has probably clothed one thousand people the past two days. He would as soon have stolen as to have taken one of the nice clean shirts he was giving away. Besides, it never occurred to him."

"NOT OUR TIME TO DIE"

A graphic description of the storm is given by R. L. Johnson:

"I reached home after wading in water up to my neck," Mr. Johnson said. "I made immediate preparation to take my wife and three children where I felt their safety would be assured. The water began to rise so rapidly that in fifteen minutes we were driven to the second floor, and it was then impossible to leave the house.

"At this time Neighbor Kell's house, adjoining mine, went down, with husband, wife, and children. Then down Avenue S came two small cottages, which struck a telegraph pole and stopped directly in front of my house. I heard children crying and women screaming. The words, 'O God, save me!' I can still hear ringing in my ears. The



INUNDATED BY DÉBRIS

Artizan, Henman, and Jennings houses, carrying down eighteen persons, floated by, and I could see the struggling forms in the water.

"I was expecting it was our turn next. I kissed my wife and children good by, and as I did so my oldest boy, a lad of fifteen, said, 'Father, it is not our time to die.' Then

came the piercing scream of a woman, followed by a crash, and another house turned over on its side and was driven past by the wind and flood. The current was running like a mill-race. The water was already on our second floor, and the waves kept knocking us about until we were completely exhausted. Then the wind went down and the water began to fall. I looked about and could not see a house for two blocks. There was nothing but a flood of water in every direction. In the morning we found our house had been moved about ten feet and deposited upon the sand."

ONE BY ONE

Houston dispatch to the St. Louis *Globe-Democrat*:

"At a local undertaking establishment in Houston are resting the remains of five Houston people who perished at Seabrooke in Saturday's hurricane. They are:

"Mrs. C. H. Lucy and her two small children, Haven McIlhenny, and the five-year-old son of David Rice. The latter was visiting the family of Mrs. McIlhenny at the time of the disaster. All of the bodies are so badly mangled as to make it difficult to identify them. They were washed ashore near Seabrooke.

"The same train brought the bodies of Mrs. Vincent and her two children, who were drowned at Morgan's Point.

"Mr. McIlhenny was rescued alive, and is completely prostrated. He said the water came up so rapidly that he and his family and Mrs. Lucy (his married daughter) and her children sought safety on the



ENTIRE HOUSES DASHED UPON HEAPS OF WRECKAGE

roof. He had his little son, Haven, in his arms, and the other children were strapped together. It was not long before a heavy piece of timber struck Haven, killing him. Young Rice was washed off the roof and drowned.

"Mrs. Lucy's oldest child was next killed by a piece of timber, and the younger one was drowned.

Then Mrs. Lucy was washed off and drowned, thus leaving Mr. and Mrs. McIlhenny the only occupants on the roof. Finally the roof blew off the house, and as it fell into the water it was broken in twain, Mrs. McIlhenny remaining on one half and Mr. McIlhenny on the other. The portion of the roof to which Mrs. McIlhenny clung turned over, and this was the last seen of her.

"Thus in a very brief space of time Mr. McIlhenny witnessed the loss of his family, one by one. He held to his side of the roof, so distracted in mind as to care little where or how it drifted. He finally landed on terra firma about 2 P. M. Sunday."

A BOY HERO

In the ruins at Avenue R and Thirty-seventh Street the bodies of two boys were found October 2d. One was the corpse of a lad twelve years old, the other was that of a little fellow four years. Claspéd tightly in the rigid right arm of the older boy was the corpse of the child. The left arm of the elder boy was torn and shattered, and he evidently had been painfully injured before death overtook him, but, brave as a lion, faithful to the last, he protected to the end his little brother.

The hero was Scott McCloskey, son of Capt. Charles McCloskey, one of the best known seafaring men of Galveston.

Peter Callahan and the men who found the corpses of



A LEANING DWELLING
Occupied in spite of careening



HEAVY LOSS OF PROPERTY OCCURRED HERE
Near Elevator B



COLLAPSE

died a hero's death. That is some consolation for his loss. He was a manly, upright, lovable boy, brave as a boy can be. Scott was twelve and Earl was four years old. I was on the Comstock during the storm and did not get ashore until Monday. When I went to where my house had been, there was nothing left but the brick piers. I haven't found the body of my wife yet."

MINOR INCIDENTS

Across the railroad tracks north of Virginia Point there was an indescribable mass of trees, barns, dwellings, and fences. A notable fact was that one of the trees was a cypress, and measured seventy-five feet in length and four feet in diameter, which lay across the roadbed. The neighboring country contains no such trees, and doubtless it was uprooted and carried from miles away, showing the velocity of the wind and the swiftness of the current. A letter-press that attracted considerable attention lay in the center of the roadbed, having been blown from the office of the Texas City Junction railroad after that building was destroyed.

A woman was taken into Houston who had been two days and a night drifting about in Galveston Bay, bringing with her a parrot which she had held above the waters all that time. The parrot and a bag of money was all she had left.

Not many of the dogs of Galveston survived the storm. For a few days after the storm people were for the most part busy with their own woes and had but little time to give the lower animals. The result was that a number of dogs went mad because of lack of food and water.

The first woman to reach Galveston after the storm was

the boys laid the little bodies away in a temporary grave on Mr. Callahan's place near by. An old trunk serves as their coffin.

"I have lost four—my wife and three children," said Captain McCloskey. "It has been an awful blow to me, but I am proud that my boy



TELESCOPING OF DWELLINGS

Miss Nina Beach. Miss Beach was very much interested in friends and relatives in Galveston, and started out from Houston Sunday morning for the island. She knew that if Houston was so badly damaged that Galveston must be in very much worse shape. She left League City at daylight and reached Virginia Point shortly before nine o'clock. Five places where bridges had been washed away she jumped boldly in and swam. At Virginia Point she got a boat and started across the treacherous bay. Her frail boat filled rapidly and the only way she kept it afloat was by bailing it out with her sailor-hat. She reached the island finally in safety, and then walked down the track to town, arriving at 4:30 o'clock Sunday evening. She found that her sister had gone out of town Friday and was unquestionably safe.

The wind and waves played strange freaks with many houses that are interesting and amusing. Mr. Sol Bromberg lived in a raised cottage on Sealy Avenue, between Twenty-fifth and Twenty-sixth streets. This cottage was twelve feet above the ground. It was lifted from its foundation and set upon the center of the lot adjoining. It rests perfectly plump, even with the street; not a pane of glass was broken or a bottle upset. Every window and door will open and shut. The family were in it at the time, and only experienced a slight jar.

A graphic description of one man's experience is given by a commercial traveler, Mr. Van Eaton. He reached Galveston on Saturday morning. His narrative is especially interesting, because it shows with what suddenness the storm assumed dangerous character. There was high wind and rain. So little was thought of it that Mr. Van Eaton and some acquaintances started down to the beach. The water came up so rapidly that the party turned and hurried toward the hotel. Before they reached it they had to wade in water waist-deep. "Within a few minutes," said Mr. Van Eaton, "women and children began to flock to the hotel for refuge. All were panic-stricken. I saw two women, one with a child, trying to get to the hotel. They were drowned not three hundred yards from us." Mr. Van Eaton was one of the first to cross from Galveston to the mainland after the storm subsided. He paid fifteen dollars to a boatman to make the crossing. When he reached the point he found an engine and a caboose chained together with the water several feet deep around them. While he waited in the caboose for the water to go down the bodies of two men and a boy floated against it, and the trainmen tied them to one end of the car. Mr. Van Eaton counted fourteen bodies that had drifted in from the bay, all showing that they had been dashed against wreckage.

Out near Avenue O and Thirty-fifth Street, by the side of a dead child under the drift, was found an open letter. It was addressed to "My Dear Irene," and dated the latter part of September, 1886. The writer

expressed her heartfelt congratulations to the person addressed upon safely passing through the terrible storm of the early part of the month. One tiny foot of the dead child rested upon the damp and crumpled letter of congratulations.

The miracles of Galveston were many. Some of them will not be received with full credit by readers. In the infirmary at Houston a week after the storm was a boy whose name is Rutter. He was found on Monday morning lying beside a trunk on the land near the town of Hitchcock, which is twenty miles to the northward of Galveston. This boy is only twelve years old. His story is that his father, mother, and two children remained in the house. There was a crash. The house went to pieces. The boy says that he caught hold of a trunk when he found himself in the water and floated off with it. He thinks the others were drowned. With the trunk the boy floated. He has no idea of where it took him, but when daylight came he was across the bay and out upon the still partially submerged mainland.

PARTIAL LIST OF THE DEAD

In the following partial list of the dead, 4,293 persons are accounted for. It was compiled after diligent inquiry by the local press. The discrepancy between this list and the estimate of six thousand dead in the city is large, but is explained on the theory that many neighborhoods were destroyed and no immediate friends were left to furnish names; that many strangers were in the city for whom there could be no local inquiry, and that at the time of the storm many laborers with families had just arrived to work along the docks and these had no acquaintances among the population. Moreover, it was not always possible to learn the precise number of a family. Many single names in the list represent more than one person.

- Ackermann, Herman, wife and daughter.
Ackerman, Chas.
Adams, Mrs. Mary (colored).
Adams, Miss Katie May, daughter of H. B. Adams, of Malvern, Ark.
Adams, Bennie and Jesse.
Adams, Mr. and Mrs. Toby (colored).
Adameit, Mrs. Gotlieb and seven children.
Adascheck, Mrs. Powell and four children, 2810 R.
Agin, George and child.
Aguilo, Joe B. and three children.
Ahy, Mrs. John and three children.
Akers, C. B., wife and three children.
Albano, Mrs. and two children, Tony and Mary.
Alberto, F. L., longshoreman.
Albertson, M., wife and daughter.
Albertson, Emile.
Anderson Henry.
Albertson, A., wife and two children.
Alexander, Annie and Christian, children of Thomas.
Allardyce, Mrs. R. L. and three children.
Allen, W. T., wife, daughter and one son.
Allen, E. B. and wife.
Allen, Mrs. Kate.
Allen, Mrs. Alex and five children (colored).
Allen, Wm., wife and three children, Fifty-eighth and Q½.
Allen, Mr. and Mrs. E.
Allerson, Edward, shoemaker, 27th and Q 1-2.
Allison, S. B., wife and six children, 35th and S 1-2.
Almeras, Mrs. P., visiting Oliver Udell, down the island.
Almos, Mrs. P.
Alphonse, John, wife and family, with one exception, Forty-fourth and S.
Alpin, George and wife (colored).
Amundsen, Emil, wife and child, Lucas Terrace.
Anderson, J. W., wife and three children.
Anderson, L. and wife, Seventeenth and O.
Anderson, H. E.
Anderson, Mrs. Dora and child Louise, wife of C. J. Anderson, 901 Broadway.
Anderson, Ella, daughter of John Anderson, between Thirty-sixth and Thirty-seventh on Postoffice; lost down the island.
Anderson, Ned, wife and two children.
Anderson, Ella, Heard's Lane, shell road.
Anderson, L. (shoemaker) and wife.
Anderson, Oscar, wife and child.
Anderson, A. G., wife and children.
Anderson, Amanda (colored).
Anderson, Mrs. Sam (colored).
Anderson, C., Anderson ways, Bay Shore.
Anderson, Andrew, wife and two children.
Anderson, Nick, and sons Henry and John.
Anderson, Mrs. Carl and four children, stockyards.
Anderson, Nels, shipbuilder, Galveston island.
Anderson, Edward, longshoreman.
Andrew, Mrs. A. and family.
Andrews Mrs. and three children.
Andrews, Mrs., on the Hisser place, Bay Shore
Andro, Mrs. and three children.
Angly, Mrs. P.
Anizan, Mrs. Frank and two children, Lamarque, Tex.
Antonovich, John and Pinkie, 3808 P 1-2.
Antonovich, Eddie.
Aplin, George and wife.
Appel, Fritz and son.
Applin, Mrs. Lucy and four children (colored), L and Eleventh.
Ardisson, Mrs. J. and eight children.
Armitage, Miss Vivian
Armour, Mrs. and five children.
Armstrong, Mrs. Dora, wife of C. F., and four children.
Artisan, John, wife and nine children, of Thirtieth and S 1-2.
Ashe, George, Jr.
Ashley, Mr. and Mrs. F. C.
Astheimer, Betty, Henrietta, Philip and Frank.
Atanasso.
Augustine, Pasquill and wife.
Aull, Nicholas and family of eight.
Aull, George and family of five.
Aull, Joseph and family of four.
Aull, Mary, wife of Joseph Aull.
Azteanza, Captain Sylvester de.

- Badger, Otto, N., between Thirteenth and Fourteenth.
- Bailey, George, wife and three children.
- Baker, Miss Florence (colored).
- Baker, Mrs. and three children (colored), 2823 Avenue P.
- Baldwin, Miss Sallie (colored).
- Ball, Charlotte (colored).
- Ballmann, Gussie, 3602 Q 1-2.
- Ballmann, Irene, 3602 Q 1-2.
- Ballmann, John, 3602 Q 1-2.
- Balzman, Mrs.
- Bammell, Mrs.
- Baudus, Mr. and family, down the island.
- Bankers, Mrs. Charles.
- Bardeen, Mr. and Mrs. J. F.
- Barnard, Mrs. Mary A., 2113 Thirty-third st.
- Barnes, Mrs. Louise M., widow of William Barnes, 2003 Tremont street.
- Barnesfki, family of eight, down the island.
- Barry, Mrs. James and six children, K between Forty-second and Forty-Third.
- Barry, wife and six children, 43d and K.
- Bass, John, wife and four children (colored).
- Batchelor, Frank, wife and four children, Bennie, Roy, Lawrence and Harris; lived at Forty-first and S 1-2.
- Batie, Otto, Fifteenth and M.
- Batteste, Horace, aged 50, Lucas Terrace.
- Baurlot, V. C. and wife.
- Bausens, wife of C. J.
- Bautch, William, wife and two children.
- Baxter, Mrs. and child.
- Beall, Mrs. Dudley and child.
- Beaudoin, Mrs., and two children, Twenty-eighth and P.
- Becker, Mr. and Mrs. John F. and 2 children.
- Bedford, fisherman (colored).
- Beekman, Martha Louisa, daughter of Ed. Q., 1906 Twenty-first street.
- Belcher, three children of Mrs. Marguerite.
- Bell, Eugenia, Alex C., Beulah and Guy, 18th and Q.
- Bell, George.
- Bell, Clarence.
- Bell, Henry (colored).
- Bell, Mrs. Mattie, on county road.
- Bellew, Mr. and Mrs. J. F. and daughter.
- Benn, Mrs. Annie and two daughters.
- Benn, two daughters of Mrs. (two daughters previously reported).
- Bernardoni, John, Eighth and L.
- Benson, Mrs. Amanda (colored).
- Benson, Miss Delphia (colored).
- Benson, Mrs., Seventeenth and O 1-2.
- Benson, Andrew, longshoreman.
- Bernard, Mrs. ———.
- Berger, W. L., wife and child.
- Berger, Theo., wife and child.
- Bergman, Mrs. R. J. and little daughter.
- Betts, Walter.
- Betts, Mrs. Mattie, lost at Giozza residence.
- Beyer, Mrs. Lincey, 1109 Broadway.
- Beveridge, Mrs. J. L. and two children.
- Bierman, Frederick, S and Forty-third.
- Billigman, Mrs. Lizzette, found on Thirteenth and Broadway; resided on M and 13th.
- Birge, ———, and wife.
- Bird, Mrs. and child.
- Bird, Mrs. Joseph and five children.
- Blackson, baby of William.
- Blake, child of F. W., British vice consul, 3206 avenue Q.
- Bland, Florence (colored).
- Bland, Mrs. and seven children (colored).
- Block, son of Charles.
- Blum, Mrs. J., Twenty-second and P.
- Blum, Isaac, Sarah and Jennie.
- Blum, Mrs. Sylvain.
- Boatwright, Mrs.
- Boddeker, Austin, son of Will Boddeker; drowned at Arcadia.
- Boddeker, Charles.
- Boedecker, H. C., wife and two children.
- Boedecker, H., father, brother and sister, Thirty-seventh and Q 1-2.
- Boening, William, wife and three children, milkman, down the island.
- Bogel, Mrs. H. and children Florence, Marguerite and Alma, Fifty-second and P 1-2.
- Bohn, Dixie.
- Bonner, Mrs., Avenue S, between Thirty-sixth and Thirty-seventh.
- Borden, Mr. and Mrs. J. F.
- Bornkessel, T. C., of United States weather bureau, and wife.
- Boske, Mrs. Charles and two sons.
- Boss, Charles and Detleff.
- Boss, Fred (colored).
- Boston, Mrs. Clara (colored), 11th and M.
- Botsford, Edwin and wife, Kinkead addition.
- Bowe, Mrs. John and four children.
- Bowen, Chas. K., of Half Moon lighthouse.
- Bowen, Capt. Chas. K., daughter and grandchild, of North Galveston, visiting at 38th and S.
- Bowie, Mrs. John and two children.
- Boyd, Andy, wife and four children, Beulah, Bessie, George and Mabel, 19th and P.
- Bradfield, Tom and wife, down the island.
- Bradfoot and wife, 7 miles down the island.
- Bradly, Miss Nannie.
- Bradly, Miss Ethel.
- Brady, ——— and wife, Twenty-eighth & P½.
- Branch, Allen (colored), Mrs. Eva.
- Branch, Eva (colored).
- Branch, Miss Pearl G. (colored), Forty-fourth and S½.
- Brandes, Fritz, wife and four children, milkman, down the island.
- Brandon, Lottie, Lamarque, Tex.
- Bray, May, niece of Alex Coddou.
- Brentley, family.
- Briscoll, A. (milkman) and family.
- Britton, James (colored), Lamarque, Tex.
- Brockelman, C. J.
- Brockelman, three children of J. T.
- Brockner, Joe and family.
- Brooks, J. T.
- Brown, Wm., Forty-third and R.
- Brown, Adoph, wife and two children, S and Forty-third.
- Brown, Mary (colored).
- Brown, Mrs. Gus (colored), son and 2 grandchildren, down the island.
- Brown, Gus (colored), down the island.
- Brown, Joseph and family.
- Brozis, M. G., wife and child, 27th and S.
- Brunner, Albert, longshoreman.
- Bryan, Mrs. L. W. and daughter Alice, of South McAlester, I. T., at H. C. Ripley's house.
- Buckley, Selman and Blanche and their mother and father.
- Buckley, Mrs. S. and daughter.
- Buren, Marco, wife and five children, down the island.
- Burge, Wm., wife and child, Postmaster Heard's postoffice.
- Burge, S. W., wife and two children, Twenty-fourth and beach.
- Burgess, Mrs. and child.
- Burgoyne, Francis, Mrs., Twenty-eighth between Q and Q½.
- Burgoyne, Dugle, Twenty-eighth between Q and Q½.
- Burke, J. G., Thirty-seventh and Q.
- Burke, Jesse K. Mrs., Thirty-seventh and Q.
- Burnett, baby of Mrs. Annie Burnett.
- Burnett, Mrs. George and child.
- Burns, Mrs. M. E. and child, Mary E.
- Burns, Mrs.
- Burns, Mrs. P. and daughter Mary, Kinkead addition.
- Burnett, Mrs. Mary, P½ and Twenty-fourth.
- Burnett, Mrs. Gary and two children.
- Burrell, Elvie and two children (colored).
- Burrell, Mrs. Gete (colored).

- Burrows, Mrs.
 Burwell, T. M., 1423 L.
 Buscher, F. and wife.
 Bush, Charles, wife and three children.
 Bush, Hisom.
 Bush, Charles and daughter, Mrs. Bettie B. Sawyer (all colored) Fifty-sixth street, between Church and Winnie, across the mud bridge.
 Butler, Capt. Green, Thirty-third and Q.
 Butterfield, John.
 Butts, C. H., lost from barge.
 Byman, Mr. and Mrs. George and daughter Mary, Forty-fourth and S½.
 Byrd, Mrs. J. C. and child.
 Byrnes, —, wife and sister.
 Cain, Rev. and Mrs. Thomas W. (colored).
 Calhoun, Mrs. Thomas and three children.
 Calvert, George, wife, son and daughter, Thirty-second and Q½.
 Campbell, Miss Edna, Thirty-ninth and T½.
 Capers, — and wife; lived at southeast corner of Forty-second and S.
 Capps, Chas. C., wife and six children.
 Caroline, Alice, Elizabeth and one son, Edmond; two grandchildren.
 Carou, Mrs. Jenne.
 Caribaldi, August and family, Sydnor's bayou.
 Carlson, Chas., wife and boy, bay bridge.
 Carraway, Mrs. Julia.
 Carraway, Primus, wife and two children.
 Carren, Mrs. Eugenie Souhet, washerwoman at the Home for the Homeless.
 Carson, Frank C. and wife.
 Carter, Betsy (colored) and daughter Sophia.
 Carter, Miss Sophie.
 Carter, Mrs. Betsy and one child, Sophia Blackson.
 Carter, Corrinne and family.
 Carter, Adeline.
 Carter, Alf. and seven children (colored), down the island.
 Casley, Sanders (colored), wife Samantha and children Samantha and Walter, Twenty-ninth and P½.
 Casey, Mrs. Amelia.
 Cazenave, Jean (milkman).
 Chaffey, Mrs. and son.
 Chambers, Ada D., wife of J. F. Chambers, Fifty-seventh and M½.
 Cheek, Mrs. Mary and one child.
 Chenivere, Mrs., shell road.
 Chester, Frank, Ellen and Mary (colored).
 Chouke, Mrs. Chris and daughter Annie, down the island.
 Childs, Wm. and wife.
 Childs, J. T.
 Chrestin, Paul and wife, Thirty-ninth and Q.
 Christian, John (night engineer water works) and wife.
 Christianson, Miss Annie, of Shreveport, who was visiting George Dorian.
 Clancy, Pat, wife and five children, down the island.
 Clancy, Pat (screwman), wife and three children.
 Clark, Billy, Twenty-sixth and P.
 Clark, Cy (colored).
 Clark, Thomas.
 Clark, Mrs. C. T. and child.
 Claude, Joe and daughter Emily.
 Clausen, Katie.
 Clear, Wm. E., Twenty-sixth and P.
 Cleary, Mrs. Leon and one child, Virginia Pt.
 Cleveland, George, wife and children Ruth, Roy and Senreta, Twenty-seventh and Q.
 Cline, wife of Dr. I. M.
 Close, J. N., of Chambersville, Tex.
 Cobbe, Archie (milkman), wife and two children, five miles down the island.
 Coates, Mrs. Wm. A.
 Cobbe, Mrs. Thomas A. and two daughters, down the island.
 Coddou, Alex and three children, Claude, Edward and Drouet.
 Coers, Dr.
 Coleman, Mandy and child Elfie (colored).
 Collins, Mr. and Mrs. Ira's baby daughter.
 Colonge, Rachel and four children.
 Coltur, Joseph, longshoreman.
 Connolly, Mrs. Ellen.
 Colsberg, Frank G., wife and baby, Forty-Sixth and Broadway.
 Colson, —.
 Conget, Mrs. (colored), K, between Twelfth and Thirtieth.
 Conner, Capt. D. E.
 Conner, Edw. J.
 Connett, Mrs. Wm. and children, down the island.
 Connell, Mrs. Louisa, Miss Rebecca, Peter and Jane (colored), Forty-third and T.
 Connett, Charles, wife and children, Forty-third and S½.
 Cook, Mrs. Ida (colored), Forty-first and Avenue U.
 Cook, Henry (colored), 3601 Q½.
 Cook, George.
 Cook, Arthur.
 Cook, Irene.
 Cook, Ashby, of Atchison, Kan.
 Cook, W. Scott, wife and six children, Ashby, Edgar, Walter, Rex, Gertrude and Ella.
 Cooke, Marston, Forty-third and S.
 Corbett, J. and four children, John Munro Lucas, aged 8 years; Edna May Lucas, aged 6 years 11 months; Arthur Louis Lucas, aged 5 years 4 months; Michael Henry Corbett, aged 4 months, 4510 Avenue K.
 Cornett, Miss Lillie, Kinkead addition.
 Cornell, Mrs. Peter, two daughters and son (colored).
 Cornett, Mrs. Eliza, Forty-first and S.
 Cornett, Charles and wife.
 Cornett, Miss Lillie.
 Cort, Cora Virginia, daughter of E. L. Cort (colored).
 Coryell, Patti Rosa.
 Costa, A., Virginia Point.
 Costly, Sanders and wife, and child of Alex. Costly (colored).
 Cowan, wife and daughter Isabella, Seventh and Broadway.
 Cowan, —.
 Cox, Lillie, Susie, Frances and John Jr., children of J. R. Cox, of Malvern, Ark.
 Craig, George.
 Crain, Maggie McCrear (Mrs. C. D.), aged 37, 2818 P½, and children Annie M., aged 15, and Charles D., aged 6.
 Cramer, Miss Bessie.
 Crawley, May, Lottie, Dudie and Lee.
 Credo, Will.
 Credo, child of Anthony.
 Crisby, Mrs. Fred and three children, Fifty-fifth and Broadway.
 Cromwell, Mrs. and three daughters.
 Crowley, Miss Nellie and brother.
 Cuneo, Mrs. Joseph (from New Orleans, visiting Mrs. Webber).
 Cuney, R. C. and mother (colored).
 Cuney, grandma, mother of Wright Cuney (colored).
 Curry, Mrs. E. H. and child.
 Curtis, Mrs. J. C. (colored) and one child.
 Curtis, Lulda (colored).
 Cushman, Jeanette, Arthur.
 Cushman, John Henry (stepson of Oliver Udell).
 "Dago Joe" and wife Mary, Kinkead addition.
 Dahlgren, A. G., longshoreman.
 Dailey, Wm. E.
 Daley, Nicholas J.
 Darley, John, wife and daughter Belle.
 Darnell, W. D. and wife (colored).
 Darby, Charles.

- Davenport, Wharton Jr., Rebecca Harris and John Harris, children of Wharton and Cora Harris Davenport, Avenue R and Fortieth.
- Davies, John R. and wife.
- Davis, Mrs. Robert and child, P $\frac{1}{2}$ and Thirty-third.
- Davis, Mrs. Ed. and three daughters, Sixteenth and Avenue O.
- Davis, Henry T. Sr. (colored).
- Davis, Irene, 3507 Q.
- Davis, Mrs. and daughter Grace.
- Davis, Mrs. T. F.
- Davis, Mrs. Alice W. and family—eight in all—Sixteenth and O.
- Davis, Miss Annie N., eldest daughter of Rhoda Milby Davis and the late Samuel Boyer Davis, trained nurse, Sealy Hospital.
- Davis, Gussie.
- Davis, Mrs. Mary (colored), 2017 N.
- Day, Mrs. Ellen and daughter Miss May; lived at Twenty-sixth and P $\frac{1}{2}$.
- Day, Willie (colored), Seventeenth between M $\frac{1}{2}$ and N.
- Day, Alfred (colored).
- Day, Miss Mamie.
- Day, Mrs. Maggie.
- Dazet, Mrs. Leon and child.
- Dean, child of R. F.
- Deason, Mrs. Mary and son, Ed. Jefferson.
- Decie, Henry, family and mother.
- Decie, Dick and family.
- Decker, Alphonso, longshoreman.
- Deegan, Paddy.
- Deering, W. A., wife and six children.
- Deering, John, wife and six children, Forty-third and U.
- De Herete, Miss Leonie, M. between Twenty-fifth and Twenty-sixth.
- Deboer, P. C. and wife.
- Delaney, Mrs. Jack and two children.
- Delaney, Joe.
- Delano, Asa P., wife and children.
- Delaya, Paul and two daughters.
- Delz, M. and son Lenis, Thirty-seventh and M.
- Dempsey, Mrs. and two children.
- Dempsey, Mr. and Mrs. Robert.
- Derr, Gus, longshoreman.
- Devan, Geo. (colored).
- Devoti, Joe and three children, Heard's lane.
- Devoti, Mrs. Julia and two children.
- Devoti, Louis, Colorado addition.
- Devoti, "Doc," Kinkead addition.
- Deware, Mahaly (colored).
- Dickson, Mrs. Louisa and three children, Eighteenth and P.
- Dickinson, Mrs. Mary and child (colored), Twenty-eighth and R.
- Diesing, Mary.
- Diggs, Henry, wife and four children (col d).
- Dinsdale, Thomas, wife and three children.
- Dinter, Mrs. and daughter.
- Dirks, Henry and family.
- Dittman, Mrs. F. and son.
- Dixon, Mrs. Tom and three children.
- Doherty, Mrs. G. P., 2416 Q $\frac{1}{2}$.
- Donohue, Misses Ellen and Mary, of Utica, N. Y.
- Doll, Geo. W. and wife Eliza.
- Doll, Frank and family.
- Donnell, W. D., wife and one child. A son, aged 13 years, saved.
- Dool, Mrs. C. C., Sixteenth and A.
- Dore, —, an old Frenchman.
- Dorian, George Jr., wife and two children.
- Dorian, Mrs. George and five children.
- Dorrene, Mr. and Mrs. and two daughters.
- Dorsett, B. and family of five, Lamarque, Tex.
- Dorsey, Fannie.
- Dotto, Marcus, wife and six children.
- Doty, Jonathan, P $\frac{1}{2}$ and Twenty-fifth.
- Dowles, Mrs. Sam and daughter, Nora.
- Doyle, Jim.
- Dreckschmidt, H.
- Dreht, Lottie.
- Drewa, H. A.
- Driscoll, T. E., Thirtieth and Q.
- Duane, Miss Mary Coleman, of Victoria.
- Duffard, A., county bridge keeper.
- Ducos, Octavia and Madeline.
- Duebner, Wm. and wife and three children, stockpens.
- Duett, Miss Maria, old woman's home.
- Duffy, Mrs. (Mrs. W. Jones' sister), down the island.
- Dunham, George R. Sr. and wife.
- Dunham, George R. Jr. and two children.
- Dunham, Mrs. Howard C. and three children.
- Dunant, Frank Sr.
- Dumond, Joseph and wife (stock yards).
- Dunton, Mrs. Adelina.
- Dunkins, Mrs. Mahaly (colored), Twenty-seventh and P.
- Dunningham, Richard, Tenth and L.
- Durrant, Frank, on Sydnor's bayou.
- Dutonovich, John and Pinkney.
- Dykes, Thomas J. Jr. (colored).
- Earls, Mrs. Lizzie (colored).
- Eaton, F. B., Forty-fifth between I and Broadway.
- Eberhard, P. and wife.
- Eberg, Mrs. Kate, Kinkead addition.
- Eckart, Will, wife and daughter.
- Eckett, William, wife and son.
- Eckett, Charles and Fred.
- Eckert, Ed and family, Sydnor's bayou.
- Edmonds, Mrs.
- Edmondson, L. E.
- Edwards, A. R. G. and six children.
- Edwards, Jim, wife and family.
- Edwards, Miss Eliza.
- Edwards, Mrs. Jane and youngest daughter (colored), R between Twenty-seventh and Twenty-eighth.
- Edwards, Henry, wife and five children, Kincaid addition.
- Eggert, Fred and father.
- Eggert, William and son Charles.
- Ehlert, Mrs. and two daughters.
- Ehlert, Mrs. and two daughters, down the island.
- Ellis, Mrs. John and three children, down the island.
- Ellis, Mrs. (colored), down the island.
- Eichler, Edward.
- Eichler, Mrs. A.
- Eichler, Otto.
- Eichler, Charley.
- Eichler, Albert.
- Eisman, Paul, wife and baby.
- Eismann, Howard.
- Ellis, Mrs. Henrietta (colored), Twenty-eighth and R.
- Ellis, Lewis (colored), down the island.
- Ellis, John and family of four, Forty-third and T.
- Ellis, Mrs. and family.
- Ellisor, two children of Captain Will.
- Ello, Mrs. Joseph, 3624 R $\frac{1}{2}$.
- Ello, Joseph, wife and two children.
- Ellsworth, John, Sixteenth and N $\frac{1}{2}$.
- Englehardt, Louis (butcher).
- Englehart, Mrs. Ludwig, 2024 P.
- Englehart, G. C.
- Engelke, John, wife and child.
- Emanuel, Joe.
- Eppendorf, Mr. and Mrs.
- Evans, Mrs. Katy and two daughters.
- Everhart, J. H.
- Everhart, Mrs. J. H.
- Everhart, Miss Lena.
- Everhart, Guy.
- Fabj, Sumpter.
- Fachan, Joe, family of.
- Faggan, Frank, Avenue H, between Forty-third and Forty-fourth.

- Pages, Mrs. Frances, down the island.
 Palca, J. A. C.
 Falk, Mrs. Julius and five children, Forty-third and S.
 Falk, Gustave, Forty-third and S.
 Falke, Joseph and three children.
 Falke, Hy.
 Falkenhagen, Mr. and Mrs. George, Thirtieth and M $\frac{1}{2}$.
 Fallan, Ollie.
 Farley, Thomas P. and wife.
 Fawcett, Miss Isabella.
 Fawcett, Robert.
 Feco, Joseph.
 Feigle, John Sr. and wife Caroline.
 Feigle, John Jr. and daughters Mabel and Georgie.
 Feigle, Martin.
 Fellman, John, gardener for Wm. Miller.
 Felfs, Lewis, down the island.
 Felsmann, Richard (blacksmith), wife and five children, Forty-sixth and Broadway.
 Ferre, B.
 Ferwerder, Peter, life-saving station.
 Fickett, Mrs. Anita and four children.
 Filhol, Mrs. Mary and three children, Offat's bayou.
 Figge, Mrs. and four children.
 Fischer, Lydia.
 Fisher, Walter Pemberton and wife, Lillie Harris Fisher, and children John Harris, Walter Pemberton Jr., and Annie Pleasants, Avenue R and Forty-first.
 Fisher, Katie, 2616 Q.
 Fisher, Jessie and Charlie, lost in Catholic Orphan Home.
 Fisher, Mrs. Mary A. (colored), Houston.
 Fishermen, about ten Italian-Americans.
 Flake, Fritz (sausage peddler).
 Flanagan, Mrs. Martin and child.
 Flanagan, wife and child, Thirty-ninth and K.
 Flash, William.
 Flash, Francis.
 Fleming, A. B., factory district.
 Floehr, Mrs.
 Fomain, Mrs. and five children.
 Ford, Emma (colored), Twenty-sixth and P.
 Fordtran, Mrs. Claude G., Tremont and P $\frac{1}{2}$.
 Foreman, Mrs. Mamie.
 Foreman, Cassie.
 Foreman, Thomas.
 Foreman, Amos.
 Foreman, Webster.
 Forget, Julius.
 Foster, Mrs.
 Foster, Mr. and Mrs. Harry and three children.
 Foulkes, William, Mrs. Viola and Miss Lena, 2620 P $\frac{1}{2}$.
 Fox, Thomas, wife and four children, Forty-fourth and S.
 Francis, Mrs. Maggie and child, Kinkead addition.
 Frank, Miss Anna, Seventeenth and M $\frac{1}{2}$.
 Franks, Mrs. and daughter.
 Franck, Mrs. Augusta.
 Franklin, George, 1024 A.
 Frankovich, John and clerk.
 Friedolf, —, wife and son.
 Fredericks, Corine.
 Frederickson, Mrs. C., P $\frac{1}{2}$ between Eighteenth and Nineteenth.
 Fredrickson, Viola.
 Fredrickson, Mrs. and baby.
 Freytag, Fred, wife and two children, 1305 M $\frac{1}{2}$.
 Fries and family (Baker Heard's lane).
 Friess, Charles, wife and child.
 Freitag, Harry.
 Freither, Mrs. Fritz.
 Fritz (an oysterman), wife and two children.
 Frohne, Mrs. Charles and two children.
 Frontenac, Michael, longshoreman.
 Frostman, Mrs. Ed. and four children.
 Fryer, Mrs. W. H.
 Fryer, Bessie Belle.
 Fugh, John.
 Fuller, R. H.
 Furman, Mrs. (colored), K between Eleventh and Twelfth.
 Furst, family of.
 Gago, Joe.
 Gabel, Mr. and Mrs. (colored).
 Garibaldi, G. and wife, Virginia Point.
 Gabriel, John and Dodo.
 Gairnes, Mrs. Lillie J. and two daughters, Sixty-first and R.
 Gaissaffi, J.
 Gallishaw, five children of the late Jim Gallishaw.
 Gamblin, Fred, N and P $\frac{1}{2}$.
 Garnett, Robert F., son of R. B.
 Garrigan, Jim, down the island.
 Garrigan, Joseph.
 Gartner, Joseph, longshoreman.
 Garth, A. E.
 Garth, Mrs. A. E.
 Garth, Bertha.
 Garth, Nunie.
 Garth, Gussie.
 Gecan, Mat.
 Gehrer, George, wife and children.
 Gent, Robert, wife and child.
 Genter, Robert (butcher).
 Gensen, four children of F., 1718 O.
 Geoppinger, Leopold.
 George, first sergeant battery O.
 George, Charles and wife.
 Gernaud, Mrs. John H. and three children.
 Gernaud, Mrs. Viola and child, Kate Fals, P $\frac{1}{2}$ between Twenty-sixth and Twenty-seventh.
 Gerloff, Adolph.
 Gerloff, Mr. and Mrs. William.
 Gerloff, Mrs. Emil and two children.
 Gerloff, Mrs. C. F.
 Gibbs, Thomas B., wife and four children, 2018 P $\frac{1}{2}$.
 Gibson, Miss Mary, Fortieth and S.
 Gibson, Mrs. Daisy (colored).
 Gibson, Miss Mary C., Forty-first and S.
 Gill, Catherine, Sarah and Harry.
 Gillis, Dan, Twelfth and M.
 Giorgio, M.
 Giozza, Mrs. Amelia, Anthony, Ross, Theodore, Virginia and Julia, lost in collapse of Giozza residence.
 Giusti, Adiace.
 Glass, Mrs. William D. and four children.
 Glausen, Charles and family of four.
 Gluger, E., wife and four children, 4428 Broadway.
 Goldbeck, Mrs. E. and child, Alfred Goldbeck, of San Antonio.
 Goldmann, Mr. and Mrs. Theodore and son Will.
 Goodwin, two girls of Mrs., Seventeenth between M $\frac{1}{2}$ and N.
 Gonzales, Andrew, wife and daughter, 3428 Q.
 Gollmer, H. H., wife and five children.
 Gordon, Mrs. Abe and three children.
 Gordon, Miss.
 Gordon, Oscar.
 Gordon, Asker and baby.
 Gould, Louella and Charlie.
 Gould, Duell and Charles, children of Thos. Geo. Gould.
 Graft, Mrs. George and three children.
 Granberg, Alex., Twenty-seventh and Strand.
 Grant, Fred H. (colored).
 Grant, Mamie E. (colored).
 Graus, wife and two children, down the island.
 Gray, —, painter, and four children.
 Green, Estella (colored).
 Green, Mrs. Lucy (colored).
 Greene, E. C., wife and daughter, R $\frac{1}{2}$ and Thirty-second.

- Greve, Mrs. J. and daughter Louise.
Greve, Mrs. Ed. and daughters Gertrude and Evelyn.
Grey, R. L. and five children, Hugh, Cecil, James, Agnes and Lulu.
Grief, John, wife and three children of John.
—, Grace, cook for Mrs. V. C. Hart, 1624 M $\frac{1}{2}$.
Grisaffi, Joe, wife and two children.
Groom, Ed. and wife.
Grothgar, Mrs. Fred and four children.
Grosskoff, Mrs., Thirteenth and M.
Gruetzmacher, Louis and family, Thirty-eighth and S $\frac{1}{2}$.
Guest, Mamie.
Gustason, Gus (Denver Resurvey).
Genning, Tim and wife.
Gullet, N. C., of Victoria.
Guy, Henry, down the island.
Grumberg, Alex., supposed to belong to life saving station.
Haag, three children of Mrs. Annie Burgess Haag.
Haarar, Martin, wife and child.
Hagens, George, longshoreman, and wife.
Haines, wife of Captain Ed. Haines.
Hall, Mrs. (colored), Fifteenth and N, died day after flood.
Hall, Charles (colored).
Hall, Melva and Eldred.
Hall, Joe and family (colored), R between Twenty-seventh and Twenty-eighth.
Halm, Frieda, Thirty-sixth and S $\frac{1}{2}$.
Hance, Mrs. Emma and daughter, nine mile post, down the island.
Hanemann, Mrs., down the island.
Hansen, Dick, wife and three children.
Hanson, J. C. H., longshoreman.
Harold, Laura or Lula, Twenty-seventh and Church.
Harris, Lewis, 2310 Avenue Q.
Harris, Mrs. Jane (colored), Twenty-eighth and R.
Harris, Thosman, wife and three children.
Harris, George and wife (colored).
Harris, Mrs. Emma, Fred and Robert, 4510 Broadway.
Harris, Mrs., four miles down the island.
Harris, Minnie.
Harris, Effie (colored).
Harris, L.
Harris, Mrs. John and three children.
Harris, Rebecca Perry, R and Forty-first.
Harris, wife and four children of John Harris, milkman, down the island.
Harris, George and family (fireman).
Harris, Thomas, wife and three children.
Harris, Robert, wife and one child.
Harris, George, Forty-sixth and Broadway.
Harris, Mrs. (colored).
Harrison, Tom and wife (colored).
Hart, Thomas Leo, son of Mrs. Pauline Hart, Thirty-ninth and T $\frac{1}{2}$.
Harvey, wife and child, Forty-second and M.
Haslers, Charles, wife and child.
Haucis, Mrs., one child, nine miles down the island.
Haughton, Mrs. W. W.
Hauser, Lewis.
Hauser, H. and wife.
Hausinger, H. A., daughter and mother-in-law.
Hawkins, Mrs. Mary Lee, Tenth and Winnie.
Hayes, child of Mrs. Era, of Taylor, Tex.
Haymann, Mrs. John A. and five children, Kinkead addition.
Haynes, Miss L. (colored), servant of D. G. Chinn.
Hear, L., wife and twelve children, down the island.
Heckler, Charles (white painter).
Hefty, Rudolph, Thirty-seventh and S.
Hegmann, E. D. Sr., wife and children, Albert, Emma and E. D. Jr., seven miles down island.
Heideman, William Jr.
Heinroth, Annie, 3610 K.
Heinroth, H. and three children.
Heiman, Anton (ex-alderman), wife and three children.
Helfenstein, John Jr. (child), Fifty-eighth and Postoffice streets.
Helfenstein, Sophie and Lily, children of W.
Henbach, Charles F. and son.
Hening, A. B. Factory district.
Hennesey, Mrs. M. P.
Henry, child of Officer D. W. Henry.
Hermann, W. J., 3714 S $\frac{1}{2}$.
Herman, Mrs. and five children.
Herman, Martin and two children.
Hermann, Mrs. R. M. and child, Heard's lane, Shell road.
Herres, John and A.
Hersey, Mrs. John.
Hess, August and family, Thirty-eighth and P $\frac{1}{2}$.
Hess, bugler Battery O.
Hess, Miss Irene.
Hester, Charlie.
Heuss, G. August, wife and three children.
Heydown, W. and wife, R between Thirty-fourth and Thirty-fifth.
Higgins, Mrs.
High, J. B. and wife.
Hilgenbug, Jacob, wife and baby.
Hill, Mrs. Ben and two children.
Hoarer, Martin, wife and son.
Hodge, George, wife and son (colored).
Hodge, Mrs. Williams (colored).
Hodge, Henrietta.
Hodge, Georgie.
Hodge, James.
Hodge, Gertrude.
Hodge, Clarence.
Hoch, Mrs. and three sons, Mike, Willie and Louis.
Hoffman, Mrs. Pauline, Houston, nurse.
Hoffman, family.
Hoffman, Harry H.
Hoffman, Miss Augusta.
Hoisington, J. A. (missing).
Holbeck, Mrs. L. L.
Holland, James H., wife and son Willie, and grandson James Otis.
Holland (colored), M $\frac{1}{2}$ between Fourteenth and Fifteenth.
Holland, Mrs. James.
Holmberg, John, wife and three children, Forty-fourth and T.
Holms, Mrs. Emma (colored), 2828 Avenue P.
Holmes, child of Laura (colored).
Holmes, Florence (colored).
Homburg, Joe, wife and four children, Kinkead addition.
Homburg, Mrs. Peter and four children, 3528 R.
Homburg, William, wife and two children.
Hood, Bessie (colored).
Hoskins, Dennis (colored).
Hoskins, Henrietta and three grandchildren (colored).
Hoskins, Mrs. Helen, Twenty-eighth and Q $\frac{1}{2}$.
Hoskins, T. D., wife and three children (col'd).
Howe, Adolph, wife and five children.
Howell, Sidney, longshoreman.
Howell, Mrs. Addeline, 2824 Avenue P.
Howke, Mrs. and four sons.
Howth, Mrs. Clarence.
Howth, Miss.
Hubner, Edward and Antoinette, Twenty-first and P.
Hubach, Charles.
Hubbell, Misses Emma and Maggie.
Hudson, Mrs.
Huebner, Mrs. A. F.

Huebner, Earl.
 Huess, A., wife and children.
 Hughes, Mrs. Mattie.
 Hughes, Stuart G.
 Hughes, Robert (colored).
 Hughes, Mrs. M. W. (colored), Twenty-ninth and Thirtieth, between L and M.
 Huhn, F.
 Hulbert, Mrs. Victoria, Miss Minnie, Walter and Hallie (all colored), Forty-first and U.
 Hull, Willie (colored), Twenty-eighth and Q½.
 Hull, Charlie (col'd), Twenty-eighth and Q½.
 Hume, Stephen (colored).
 Humburg, Ed (milkman), down the island.
 Humburg, Mamie.
 Hunter, George and two children, island.
 Hunter, Mrs. Alice, brother and father and three children.
 Hurt, Walter, wife and two children, their German cook and half-grown boy.
 Huzza, Charles, wife and five children.
 Hylenberg, Jacob, wife and child, N and Seventeenth.

Iovey, Mrs. C. (colored), worked at beach.
 Iresco, James, east end.
 Irvin, child of William H.
 Irwin, wife and two sisters of Will.
 Iwan, Mrs. A.

Jack, Mrs. Pearl A. and two daughters, Forty-second and R.
 Jackman, Ada and two children.
 Jackson, Mr. and Mrs. and daughter Mabel, Forty-third and S½.
 Jackson, Sarah M., between Twenty-sixth and Twenty-seventh.
 Jacobs, H., wife and children.
 Jaeger, Mr. and Mrs. and three children, O½, between Twenty-eighth and Twenty-ninth.
 Jaeger, William H., Tenth and Broadway.
 Jaeger, John and wife, Eighth and Winnie.
 Jaeger, H. W.
 Jaenicke, Mrs. Curt and three children.
 Jackson, Mrs. J. W. and two children, Forty-sixth and K.
 Jalonick, Ed, wife and two children, all of Dallas.
 Jasper two children of Perry (colored).
 Jay, William (missing).
 Jay, son of J. P., down the island.
 Jefferbrock, Mr. and Mrs. August and child.
 Jewell, J., wife and four children and mother-in-law (milkman), down the island.
 John, Henry V., working for E. Allen, Forty-third and S.
 Johnson, T. D., longshoreman.
 Johnson, Christopher, lived at 1918 P½.
 Johnson, Lorand, wife and four children, Forty-third and S.
 Johnson, Sydney, child of R. H. Johnson.
 Johnson, A. and wife, Edith Grey Johnson.
 Johnson, Mrs. C. S., 1715 N½.
 Johnson, child of J. F., 1715 N½.
 Johnson, Richard (colored).
 Johnson, Mrs. William.
 Johnson, Adin, wife and son.
 Johnson, Peter, wife and five children, milkman, down the island.
 Johnson, Mrs. P. and child.
 Johnson, Julian.
 Johnson, R. D., wife and two children.
 Johnson, one child of Billy.
 Johnson, Mrs. Genevieve W. and daughter, Forty-fifth and K.
 Johnson, W. J., wife and two children.
 Johnson, Mrs. Ben and two children.
 Johnson, Oakley, wife, child and mother-in-law.
 Johnson, Mrs. H. B. and child.
 Johnson, A. S. (screwman), wife and six children.
 Johnson, Miss Mary, 2113 Thirty-third street.
 Johnson, Dan (colored), Thirty-eighth & T.

Johnston, Mrs. Clara, wife of Bernard, and two children, Thirty-second and K.
 Johnston, Mrs. H. P.
 Johnston, Harry P. and wife Minnie, and baby boy, Ninth and I.
 Johnston, J. Bernard, wife and two children, Avenue R, between Thirty-second and Thirty-third.
 Johnston, Mrs. Alice R., Twelfth and M½.
 Jones, Mrs. W. D., 3020 Q.
 Jones, Katie (colored), servant of Rev. H. C. Dunham, 1021 avenue I.
 Jones, Mary, Sarah, Annie and Lizzie.
 Jones, Jackson (colored).
 Jones, John A. and wife, Twenty-first and P½.
 Jones, J. H. and wife.
 Jones, Frank, son of Fred (colored).
 Jones, Mrs. W. R. and child.
 Jones, Robert.
 Jones, Fred and wife (colored).
 Jones, Walter, Mrs. and two children, down the island.
 Jones, Mabel, adopted daughter of Mrs. Ella Roach, Thirty-ninth and Q½.
 Jones, Mrs. Matilda W. and daughter Mary.
 Jones, Sallie (colored), 1715 N½.
 Jones, Ernest, Fortieth and R½.
 Jones, Evan and four children, Fortieth and R½.
 Jones, William Sr., Fortieth and R½.
 Jones, Dora (colored), servant of James Irwin.
 Jordan, Charles A.
 Joughin, Tony, former drummer in the Immune regiment.
 Joughin, Tony, Jr., boatman, found at English bayou.
 Joyce, Mrs. E. and four children, Forty-fourth and S.
 Juffs, Ben, wife and four children, 1817 O½.
 Junemann, Charles, wife and daughter.
 Junka, Martha, daughter of W. P.
 Junka, Mrs. Pauline.
 Junker, William, wife and child.
 Junker, Mrs. Colina.
 Justinus, Hamond, wife and five children, and Mrs. Colbert, mother of Mrs. Justinus, Twenty-seventh and Q.

Kaiser, Louis, wife and three children, Forty-third and S½.
 Kaper, August, wife and one child, Forty-second and S.
 Kauffman, Mrs. Elizabeth, Tenth and M.
 Kauffman, Mrs. Charles.
 Kauffman, Mr. Henry.
 Kauffman, baby Margaret.
 Keats, Thomas and wife.
 Keats, Miss Tillie, Thirty-eighth and T.
 Keeton, Mrs. J. O. and three children.
 Kehler, Mrs. Fred, two girls and boy.
 Keis, Mrs. John.
 Keis, Miss Jodie.
 Keis, Mrs. Louisa and four children.
 Keiffer, wife and daughter.
 Keller, Barney J., wife and four children, 2401 Thirty-seventh street.
 Kelley, Thos., wife, three children and niece.
 Kelley, Dan Sr.
 Kelner, Charles L. Sr.
 Kelly, Florence.
 Kelly, Barney.
 Kelly, Willie.
 Kelly, ———, wife and three children.
 Kelly, Mike.
 Kelso, Munson J. Jr.
 Kelso, Roy, baby boy of J. C. Kelso.
 Kelsy, James.
 Kemp, Thomas W. and wife, 4205 S.
 Kemp, Elizabeth and son Samuel (colored), down the island.
 Kemp, John W., florist, Forty-second and S.
 Kemp, W. C. and wife.
 Kennely, Mrs. Annie.

- Kennedy, Benton, wife and three children, Thirty-seventh and R.
 Kemp, Pearl (colored), down the island.
 Keough, John, wife and four children, island.
 Keogh, Mrs. and three children, Kinkead addition.
 Kessler, Joseph.
 Kessler, Frederick and daughter.
 Kessler, Aug.
 Kessler, Emma.
 Kessler, Gussie.
 Kessner, August and children, Gussie and Emma, Kinkead addition.
 Killcoer, E., wife and children.
 Kimley, Mrs. John and family (Pooleville).
 Kindie, I. M. and family.
 Kindsfather, Joseph, wife and three children, Forty-sixth and K.
 King, Mrs. (colored).
 King, Rosa J. (colored).
 Kindlund, Ejnar.
 Kirby, James (section foreman) and three men.
 Kirby, Mrs. George and two children.
 Kirby, Mrs. J. H. and three children.
 Kissinger, Mrs. M. J., Eleventh and M.
 Klein, Ed., wife and two children, nine miles down the island.
 Klein, Mrs. E. V.
 Kleinecke, Mrs. H. and children, except Hermann, Fifty-seventh and T.
 Kleinecke, Mrs., H and Thirty-eighth.
 Kleinemer, Mrs. Herman and six children, Galveston island.
 Kleiman, Joe, wife, child and two workmen, milkman, down the island.
 Kleiman, Mrs. John and child.
 Kleimann, wife and eight children of H.
 Klinemann, John, wife and one child, a milkman, and three hired men.
 Knowles, Mrs. W. T. and three children.
 Koch, Mrs. Elizabeth, M, between Ninth and Tenth.
 Koch, Wm. Sr., Tenth and Eleventh on Broadway.
 Kolb, A. J., wife and child.
 Kolb, infant of C. L.
 Konstantopulo, Thriandefel, Twenty-fourth and beach (candy stand near Olympia).
 Kothe, C. W.
 Kothe, Wm., Q, between Twenty-fifth and Twenty-sixth.
 Kotte, Wm. C.
 Krausse, John Joseph and Catherine.
 Koch, Wm. Sr., island.
 Kreck, Joseph, wife and three sons.
 Kroener, Will.
 Kroener, Sophie.
 Kroener, Florie.
 Kuder, Ed and wife.
 Kuhl, Miss Edna.
 Kuhn, Mrs. Oscar and children.
 Kuhnelt, Mrs. H. Clem and two children.
 Kupper, Mr., between Forty-second and Forty-third on S.
 Kurpan, Paul, clerk at Star mills, and wife, Thirteenth and N.
 Lackey, Mrs. Mary B., and four daughters, Pearl, Ilma and two others and daughter-in-law, Thirty-ninth and S½.
 Lanahan, Laura.
 Lanahan, four children of John, Twenty-ninth and B.
 Landrum, B. and five children, Bolivar.
 Lane, Rev. and family.
 Lane, F. and family.
 Lang, five children of Peter.
 Labatt, H. J. Sr., wife and daughter, Nellie.
 Labbatt, Joe, wife and four children.
 Lafayette, Mrs. A. C. and children.
 Lamont, Richard P.
 La Pierre, James, wife and five children, Forty-third and S.
 Larsen, Ed., boatkeeper of pilot boat Eclipse.
 Larson, Charles E.
 Larson, H. and two children.
 Lasocco, Mrs.
 Lashley, Mrs. Dave.
 Lauderdale, Mrs. Robert and two daughters, one son and Mrs. Lauderdale's mother.
 Laukhuff, Genevieve.
 Lausen, Mrs. Will and one child.
 Lausen, Aug. and three children, Thirty-ninth and Avenue S.
 Lawsing, Mrs., mother of Mrs. J. W. Munn Sr.
 Lawson, Charles E., longshoreman.
 Leagett, Mrs. and three children, nine miles on bay shore down the island.
 League, three children of Mrs. Lillie.
 Leask, Maury, clerk of William Burge, Colorado addition.
 Leberman, Lee H., 1426 N½.
 Leberman, Prof. H. A. (missing), 1426 N½.
 Ledtsch, Theodore.
 Lee, Captain G. A. and wife.
 Lees, Mrs. Elizabeth.
 Legat, Mrs. Celia and family of six.
 Legate, three brothers, down the island.
 Lehman, Charles and son, Forty-fifth and K.
 Lemire, Joseph, wife and four children.
 Lemons, Mrs. Celestine (colored), Twenty-eighth and R.
 Lena, Mrs.
 Lenker, Tommy.
 Lennard, Fred, aged 4 years, 4512 K.
 Lenz, August, longshoreman.
 Leon, ———, butcher, and two children, avenue N, between Seventeenth and Eighteenth.
 Leonard, Bernard.
 Leslie, Miss Gracie.
 Letterman, W., wife and three children.
 Letts, Captain, wife, two children, sister-in-law and one of her children, Kinkead addition.
 Leutsch, Theodore, Thirtieth and K.
 Levine, Mrs. P., daughter and sons, Leo and Carroll.
 Levy, W. T., United States immigration inspector and late major of First United States volunteer regiment, wife and three children.
 Lewis, Mrs. Agnes (colored).
 Lewis, Miss Agnes (colored).
 Lewis, Mrs. C. A. (colored), Forty-fourth and R.
 Lewis, Mrs. Jake and six children, Forty-sixth and L.
 Lewis, Mrs. Maria (colored).
 Lewis, Elizabeth Eunice, 1015 M½.
 Lewis, Gaston.
 Lindgren, John, wife and seven children (Miss Lillie, eldest daughter, saved).
 Lindquist, Mrs. Oscar and three children.
 Lisbony, W. H., wife and son, W. H. Jr.
 Lisbony, Miss Eunice, daughter of C. P. Lisbony.
 Livingston, Mrs. Frances, Thirty-second and R.
 Lloyd, W.
 Lloyd, "Buck" and wife.
 Lloyd, Charles H., wife and child.
 Lloyd, S. O., Twenty-seventh and P½.
 Locke, Mrs. Mary.
 Lockhart, Charles, Mrs. and two children, Forty-second and S½.
 Lockhart, Albert.
 Lockmann, Mr. and Mrs. H.
 Loesberg, Miss Mannie.
 Long, two children of Sergeant.
 Longnecker, Mrs. A.
 Lorange, Mrs. T. A.
 Losico, Mrs. Fillimena, daughter, three grandchildren and son-in-law.
 Lord, Richard.
 Lossing, Mrs. Sarah A., Fifty-second and S.
 Love, R. A. (officer).

- Love, Ed Grenn.
 Lucas, Mrs. William, and two sons, John, aged 16 years and 9 months, and David Edward, aged 13 years 9 months, 4428 Avenue K, wife and sons of William Lucas, foreman car repair shop Galveston, Houston & Henderson railway, who was on a vacation in Arkansas at the time of the catastrophe.
 Lucas, two children of Mrs. David, 4512 avenue K.
 Lucas, Mr. and Mrs. H., two children and white nurse.
 Ludwig, Alfred, mother and sister-in-law.
 Ludeke, Henry, wife and son.
 Ludewig, E. A. and mother.
 Ludwig, Albert.
 Lukenbell, B. E. and wife.
 Lumberg, Willie and Lena, down the island.
 Lumburger, Gus, wife and nine children, Forty-third and S½.
 Lundberg, Gus.
 Lungren, Gus.
 Luvis, Mark (colored), wife and two children.
 Lyle, W. W.
 Lynch, A.
 Lynch, Peter, Forty-third and R.
 Lynch, John.
 Lynch, James and wife, 2616 Q.
- Macgill, Unagh, daughter of D. Macgill.
 Mackey, Mrs. W. G. and four children (colored), M½, between Thirteenth and Fourteenth.
 Maclin, John and family.
 Maclin, J. D., wife and seven children.
 Maclin, W. L., wife and three children, down the island.
 Magill, David, Q, between Twenty-sixth and Twenty-seventh.
 Malitz, Theodore.
 Males, O. M., wife and two children.
 Maltzberger, Tony, and family.
 Manier, Miss Fisa.
 Manning, Mark (colored).
 Manly, Joe, mother and two nieces of Mr. Manly Sr.
 Mansfield, Caroline and mother (colored) Sixteenth, between N½ and O.
 Marcotte, Miss Pauline.
 Marcovich, Mat, wife and three children, Mud bridge.
 Marquette, Mrs. Pauline.
 Marsh, Sergeant, battery O.
 Marshall, Mrs. Harry K., Thirty-fifth and S.
 Mabson, Grace and three children (colored), K, between Forty-fifth and Forty-sixth.
 Martin, Frank, wife and one son.
 Martin, Miss Annie.
 Martin, Frank and one son.
 Martyr, Mrs. R.
 Massie, T. A.
 Massie, E., wife and child.
 Masterson, Annie Dallam, wife of Branch T., avenue R and Thirty-ninth.
 Matthews, Harry L.
 Mati, Amedio.
 Maxwell, Robert and Mary, Twenty-eighth and P½.
 Maudy, Mrs. and daughter (colored), M½, between Sixteenth and Seventeenth.
 Maupin, Jos., in Kinkead addition.
 McCamish R. A., wife and two daughters.
 McCann, William, wife and six children.
 McCann, James.
 McCarty, Leon L. (colored).
 McCauley, Prof. J. P. and wife, Lucas terrace.
 McCauley, William H., Mrs. William H., Eugene, Annie and Dewey, lost at Giozza residence.
 McCaulley, J. and wife, Thirty-fourth and P½.
 McCaughlar, Italia (colored), Twenty-seventh and P.
 McCluskey, Mrs. Charles and three children.
- McCormick, Mrs. D. and four children.
 McCullough, A. Rallar (colored).
 McCullough, Charles.
 McCune, John, Sixth and I.
 McDade, Mrs. E. (colored).
 McDade, Ed (colored).
 McDonald, Jerry (helper Jones dairy).
 McDonald, Mrs. Mary and son.
 McDonald, Mrs. (widow), Fourteenth, between L and M.
 McGovern, James.
 McEwen, John, island.
 McGill, D. K.
 McGowan, Jim.
 McGraw, Peter and wife.
 McGuire, John.
 McKenna, J. P., wife and two children.
 McKenna, P. J. and two children.
 McKinney, Julia (colored).
 McLean John, bartender.
 McManus, Mrs. W. H.
 McMillan, Mrs. M. J.
 McMillan, Mrs., Kinkead addition.
 McNeal, Mrs. James and child.
 McNeil, Hugh and baby and Miss Jennie McNeil.
 McPeters, wife and two children.
 McPherson, Robert (colored).
 McVeigh, Mrs. J. M. and Miss Lorena, Forty-fourth and Broadway.
 Mead, James, Twelfth and I.
 Mealy, Mrs. John.
 Mealy, Joseph.
 Mees, W. H., 'longshoreman.
 Megna, Mrs. G.
 Megna, F., wife and two children.
 Megna, Mrs. Joe, Nineteenth and P.
 Megna, one child of Mike, Nineteenth and P.
 Megnar, Crocifisso.
 Mellor (better known as Miller), Robert, a butcher, and wife, Twenty-seventh and Q.
 Mellor, M. O., Twenty-seventh, between Q and Q½.
 Menzell, John, wife and five children.
 Merick, Eugene and mother, down the island.
 Merick, John, wife and child (milkman), down the island.
 Mestry, Charlotte (colored).
 Meyer, Henry and four children.
 Meyer, Chris (missing).
 Meyer, Tilden, Forty-third and T½.
 Middellegge, Sophie, mother of Ernest Middellegge.
 Middellegge, Ernest H., wife and three sons, Harry, aged 13; Adolf, aged 10 and Robert, aged 8.
 Midlegge, August, wife and five children.
 Midlegge, Aug. Sr., wife and three children.
 Midlegge, George, wife and family.
 Middleburger, George, wife and three children.
 Middleburger, John, wife and three children.
 Migel, Meyer.
 Mihal, Mrs. A. and three children.
 Milan, wife and four children of J. H.
 Miller, Gus, wife and three children, Fifty-eighth and Broadway.
 Miller, Frank, oysterman.
 Miller, Henry and family, Sydnor's bayou.
 Miller, Charles, Mrs. and six children, M½, between Sixteenth and Seventeenth.
 Miller, Mr., wife and six children, Galveston island, bay shore.
 Miller, Wm. and wife.
 Miller, Mrs. S.
 Miller, Mrs. and five children (colored).
 Miller, E. O., twenty-one miles down the island.
 Millo, Mrs. Joe and two children, down the island.
 Minnis, Mrs. W. P. (A. S. Minnis from Chicago), and S. A. Minnis, Forty-fifth and Broadway.
 Minor, Lucian.
 Mitchell, Miss Nola, Thirty-ninth and Q½.
 Mitchell, Louis D. (colored).

- Mitchell, Mrs. Annie and son, Twenty-sixth, between Q and Q½.
 Mitchell, Mrs. C. R., W. P., Jennie E., Anna and P. L., Thirty-ninth and Q½.
 Moffatt, ———, wife and two children.
 Monghan, Mike and family.
 Monghan, John and wife.
 Monroe (colored), Mrs. and three children.
 Moran, James and wife.
 Moore, Cecelia, Loraine, Vera and Mildred, children of Mr. and Mrs. Louis Moore, Kinkead addition.
 Moore, Robert.
 Moore, Miss Maggie, Seventeenth and O½.
 Moore, Mrs. Nathan (colored).
 Moore, Wm. ("Dock") and wife.
 Moore, Mrs. Nathan.
 Moore, Alex, butcher.
 Moore, Estelle (colored).
 Monteleone, Marie, Miss, Hitchcock.
 Moree, ———, worked with Joseph Fachan.
 Morino.
 Morley, Rev. and wife.
 Morley, David and wife.
 Moreo, Dotto, wife and seven children.
 Morris, Harry, wife and four children.
 Morseburger, Antonia and wife.
 Morton, Hammond and four children.
 Morse, Albert P., wife and three children.
 Moserger, ———.
 Mothes, Mrs., 43d and S½.
 Mott, Mrs. Louisa.
 Mott, Mrs. B. F., Sydnor's bayou.
 Motter, Mrs. and two daughters.
 Mulcahey, two children of J., of Houston.
 Muletz, Theo., wife and daughter.
 Mulholland, Mrs. Louisa, old woman's home.
 Muller, Henry, wife and three children.
 Mulsburger, Charles and family (butcher).
 Mulsburger, Tony.
 Mundine, Mrs. Meria E.
 Munkennelt, Frank, longshoreman.
 Munn, Mrs. J. W. Sr.
 Murie, Mrs. Annie and daughter, Laurine.
 Muti, Amedeo, killed in rescue work.
 Myer, Herman, wife and son Willie.
 Myers, Willie.
 Myers, Mrs. C. J. and one child.
 Napoleon, Henry, wife and sister (colored).
 Neal, a fisherman.
 Neccy, Conrad, wife and six children, Forty-fourth and S.
 Neiman, Charley.
 Neimann, Mrs. and Miss Dora.
 Neimeyer, Henry, wife and five children.
 Neimeyer, J. and family (farmer).
 Neil, E.
 Nelson, H., 'longshoreman.
 Nelson, Mrs. Alice and three children, Thirty-fifth and S.
 Nelson, Mrs. P. E. and three children, Thirty-fifth and S.
 Nelson, John P.
 Nelson, Mrs. and daughter.
 Nelson, John J., 'longshoreman.
 Neuwiller, Wm., wife and three children, Thirty-seventh and Q½.
 Newell, Sydney, 'longshoreman.
 Nokis, Nettie May, stepdaughter of Louis Gruetzmacher.
 Nolan, Mrs.
 Nolley, Mrs. Sam and four children.
 North, Miss Archie.
 Norton, Mrs. F. S. and son Henry, 3507 avenue Q.
 Norton, Mrs. and two children.
 Norwood, Alberta (colored), Sixteenth, between M½ and N.
 Norwood, Mrs. Susie (colored) and baby, Sixteenth, between M½ and N.
 Nucl, R., wife and children.
 Oakley, F., shooting gallery man.
 Oats, Charlotte (colored).
 Oberg, Hans.
 O'Connell, Mrs.
 O'Connor, Mamie.
 O'Dell, Miss Nellie.
 Ohlson, Enfred, 1714 O.
 O'Donnell, James K. and wife, Thirty-third and Q.
 O'Dowd, Zeta.
 Offe, F. and family, down the island.
 O'Harrow, Wm.
 Ohlsen, Mrs. Adolph, 1714 O.
 O'Keefe, C. J. and wife.
 O'Neill, James and Frank, sons of James, Orphans' home.
 O'Neill, Lawrence, son of James, Thirty-fourth and P.
 O'Neill, wife and five children, an oysterman, with four hired men.
 Olds, Charlotte (colored).
 Oleson, Otto, 'longshoreman.
 Olsen, T. H., wife and two children.
 Olsen, Ed.
 Olsen, Mrs. Matilda and two children.
 Olsen, Miss Clara.
 Olsen, Stephen and Charles.
 Olsen, O. A. (carpenter), wife and three children.
 Opitz, Anita.
 Oppe, Fritz (milkman).
 Oppermann, Albert L. and wife, Ninth, between J and K.
 Opperman, Miss May of Palestine, and Marguerite and Gussie Opperman.
 Ormond, five children of George.
 Otterson A. and wife, K, between Forty-fourth and Forty-fifth.
 Ostermayer Sr. and wife.
 Ostermayer, Frist.
 Ostermayer, Henry and wife.
 O'Shaughnessy, Antoinette Pauline, 1514 Mechanic.
 O'Tolsee, H. E., 'longshoreman.
 Otterson, Andy.
 One laborer, at Dr. Fry's dairy.
 Paisley, A. H. and wife, 610½ K.
 Palmieri, Salvatore, wife and five children, Hitchcock.
 Parobich, John, wife and three children, down the island.
 Parobich, Michael, wife and four children, down the island.
 Paetz, Mr. Lina, wife of Louis Paetz, teamster at mills.
 Paisley, Wm. (colored).
 Palmer, Mrs. J. B. and child.
 Park, Mrs. M. L. and Misses Alice and Lucy, Twelfth and K.
 Parker, Miss Mary E., 1502 M.
 Parker, Mrs. Ethel.
 Parker, Mrs. Frank and two children.
 Parker, Sullivan, wife and three children.
 Pashettag, Mrs. E. and three children, Louise, Eddie and Gertrude—lost at Lamarque.
 Paskall, Augustine and wife, Madeline, Galveston island.
 Pasquale, S.
 Paterson, Miss S. (colored), of Houston.
 Patrick, Maria (colored), Thirty-ninth, between M and N½.
 Patrick, Ida and Cora (colored).
 Patrick, Mrs. Susan (colored), Thirty-ninth and N.
 Patterson, H. T., wife and children.
 Patterson, Thompson (carpenter) and wife and four children, Thirty-first and Beach.
 Pattison, Florence.
 Patton, Thomas (colored).
 Pauls, Willie and Walder, 1708 N.
 Pauls, Miss Agnes, S½, between Thirty-sixth and Thirty-seventh.
 Pauly, Mr. and Mrs.
 Paysee, Mrs. Henry and two children (Leona and Louise).

- Peco, Leon, wife and four children, Walter, August, Mary and Francis, four miles west of city.
- Pecco, Lee.
- Peck, Capt. R. H., wife and six children.
- Peetz, Mrs. J. J. and daughters, Tillie and Stella.
- Peitzlin, Rudolph and Robbie.
- Pellenze, Mrs. and mother.
- Penny, Mrs. A. and two sons, Forty-fourth and S.
- Perkins, Albert (colored), Thirty-second and Q½.
- Perkins, Lucy (colored).
- Perkins, Lota (colored).
- Perkins, Mrs. L. and two children (colored), 3601 Q½.
- Perkins, Alfred, wife and grandson (colored), Q½, between Twenty-sixth and Twenty-seventh.
- Perkins, Arthur (colored), Thirty-second and Q½.
- Perrier, H., wife and child, Eighteenth, between N½ and O.
- Perkins, Cecile, colored, 2820 R½.
- Perry, Mrs. Harry M. and son Clayton.
- Perry, Mrs. and child, of Houston.
- Perry, Jasper Jr., wife and two children (colored).
- Perry, Mrs. Oliver (colored).
- Peters, Fritz and wife, Twentieth and P½.
- Peters, Robert, Thirty-third and S.
- Peters, Rudolph (saddler), Thirty-third and S.
- Peterson, George (soldier), wife and two children, Forty-third and R.
- Peterson, Charles, wife and two children.
- Peterson, Mrs. A. and four children, Eighth and J.
- Peterson, Mrs. J. and children.
- Peterson, H. G. and two boys, lived near race track, down the island.
- Petterson, K. G., wife and child.
- Pettit, Walter, 3711 L.
- Pettit, W. R.
- Pettingill, W.
- Pettingill, W. H. and wife, and three sons, Walter W., James and Norman (missing), Thirty-third and S.
- Phelps, Miss Ruth M., Forty-first and S.
- Phelps, Mrs. Mamie Love and two children (colored), down the island.
- Pierson, Mrs. Mary and Alice.
- Pierson, Frank.
- Pilford, W., Mexican Cable company, and four children, Madge, Willie, Jack and Georgianna, Twenty-fifth and Q.
- Piner, Mrs. Ella (colored).
- Piney, Mrs. (colored).
- Pinto, Mrs. Tony, William and George, Offatt's bayou.
- Pischos, Mr. and Mrs., county road.
- Pisi, C. L.
- Pittel, Mrs.
- Pix, C. S.
- Pizzolenza, Mrs. and four children, Hitchcock.
- Plitt, Herman.
- Poland, Ed and sister.
- Polk, Cornelius and Violet (colored).
- Pond, Miss Mary.
- Popular, Mr. and Mrs. A. and four children, Agnes, Mamie, Clarence and Tony.
- Poree, Henry.
- Poretto, Josephyne.
- Potthoff, Mrs. C. and five children, Amelia, Annie, Charles, Robert and Mabel, R, between Thirty-fifth and Thirty-sixth.
- Potter, C. H., and little daughter.
- Powell, William and wife Eva, Forty-sixth and K.
- Powers, Mrs. Carrie B. 1511 avenue N.
- Powers, ———, and child.
- Powers, Mrs., mother-in-law of A. R. G. Edwards.
- Praker, J., wife and child.
- Praker, William.
- Pratt, Mrs. Laura, 3602 T.
- Pratt, Miss Lillian Desautch, 3602 T.
- Preisnuth, Mrs. Fred and three children.
- Preussner, Mrs. and three children.
- Pruessner, Heinrich, down the island.
- Prophet, Marie (colored).
- Pryor, Ed, wife and four children, Thirty-seventh and S.
- Quester, Bessie.
- Questor, Mrs. M., son and daughter.
- Quin, Mrs. Mary and child, Eighth and L.
- Quinn, Mrs. Thomas, Eighth and L.
- Quinn, John, engineer, Sixth and H (missing).
- Raab, George W. and wife.
- Radeker, Mrs. Herman and child.
- Radford, Mattie Eva (colored), Thirty-second and Q½.
- Radford, Claudie G. (colored).
- Radford, John A. (colored).
- Raleigh, Miss Lelia, 816 Winnie.
- Randolph, Edith (colored).
- Raphael, Nick.
- Ravey, family.
- Rayburn, Crawford, 1624 M½.
- Ratisseau, Baptiste, wife and three children (Louis saved).
- Ratisseau, P. A.
- Ratisseau, J. B., wife and four children.
- Ratisseau, C. A., wife and seven children.
- Ratisseau, Mrs. W. L. and three children.
- Ratisseau, Mrs. J. L. and three children.
- Rattisseau A., wife and three children, S, between Forty-first and Forty-second.
- Raw, Mr., at Lafitte grove.
- Ray, Hy., wife, sister and three children.
- Ray, Miss Susie.
- Reader, ———, family.
- Reads, Rutter, wife and children, Forty-third and T.
- Reagan, Mrs. Pat and son, Sixth and I.
- Reagan, Mrs. John J., 420 Center street.
- Reagan, John P.
- Reagan, J. N.
- Reagan, Mike, wife and mother-in-law.
- Reagan, Mike.
- Reagan, H. J., wife and five children, Thirty-fifth and S½.
- Rehm, Wm., wife and two children, Tenth and Eleventh and M½.
- Rein, ———, wife and daughter, Thirty-ninth and R.
- Reinhart, Agnes and Helen, daughters of John.
- Rehun, Wm., wife and two children, M½, between Eleventh and Twelfth.
- Reymanscott, Louie, Q, between Twenty-third and Twenty-fourth.
- Rhea, Mrs. M. E. and daughter, Mary, of Buford, Tenn.
- Rhine, John, wife and five children, Thirty-ninth and T.
- Rhine, Frank and George, Thirty-ninth, between R and R½.
- Rhodes, Miss Ella, of Galveston, trained nurse in John Sealy hospital.
- Rhodes, Annie (colored), cook of Mrs. W. T. Sherwood.
- Rice, William J. (of Galveston News) and little daughter Mildred.
- Rice, Ida and Fisher (colored).
- Richards, F. L. (officer), wife and one child.
- Richardudes, Mrs. Irene and baby.
- Richardson, S. W. and wife, 2304 Q.
- Richardson, William (colored).
- Richardson, William M., 4413 Winnie.
- Ricke, Tony and wife.
- Riesel, Mrs. Lulu and two boys, Ray and Edna, Kinkad addition.

- Riley, Mrs. W. and two children.
 Riley, Solomon and wife, Sixteenth, between N and N½.
 Ripke, Thomas B., wife and four children, 2018 P½.
 Ritchie, Miss Helena A., Sixth and I.
 Ritter, Mrs. William (Charley), Twenty-first and P.
 Rimmelin, Edward H. and wife, N, between Twelfth and Thirteenth.
 Ring, J., proof reader Galveston News, and two children.
 Riordan, Thomas.
 Ripley, Henry.
 Ritzler, Mrs.
 Rizzi, Domenick, Tenth and M.
 Rhea, Mrs. and Miss Mamie Rhea of Giles county, Tenn.
 Rhymes, Mr. Thomas, wife and two children.
 Roach, Annie.
 Roberts, Herbert M., yard clerk Galveston, Houston & Northern railroad.
 Roberts, John T., watchman.
 Robbins, Mrs. H. B., of Smith's Point, visiting W. H. Nelson.
 Roberts (Shorty), battery O.
 Rochford, Ben and wife, Eleventh and A.
 Rodney, Henrietta, Thirty-ninth and R.
 Roemer, C. G. and wife, Tenth and L.
 Roemer, Elizabeth, wife of A. C.
 Roehm, Mr. and Mrs. William and two children.
 Roemer, J. C. and wife.
 Rogers, Blanch Donald, niece of D. B.
 Rohl, John, wife and five children.
 Rohn, Annie (colored).
 Roper, Mrs. Eliza (colored), Eleventh and M.
 Rose, Mrs. Franklin.
 Rose, John.
 Rose, H., wife and children.
 Mrs. Rose's baby.
 Roselli, G. Mrs.
 Roselli, Angelica.
 Roselli, Josephine.
 Roselli, Sam.
 Roselli, Francis.
 Rosenkranz, Theresia.
 Rosi, G. and two children.
 Ross, 9-year-old child of Mrs. Ross of Houston.
 Rosse, Mrs. L. and three children, Nineteenth and P.
 Rosin, Hermann, wife and five children, Hermann, Willie, John, Fritz and Henry.
 Rossalle, B., wife and three children.
 Rossian, John and wife, down the island.
 Rossian, five brothers, down the island.
 Roth, Mrs. Kate and three children.
 Roudadaux, Murray.
 Roudadoux, Mrs. F. J. and two children, Murray and Cecil, and sister-in-law, Louise Roudadoux.
 Rowan, Mrs. John and three children.
 Rowe, Ada and Hattie (colored).
 Rowe, Mrs. and three children.
 Rowe, George (colored).
 Ryan, Ada and infant (colored).
 Rudger, C., wife and child.
 Rudirek and three women.
 Ruenbuhl, Johnnie, lost at Lamarque.
 Ruther, Robert, wife and six children, Forty-third and T.
 Ruhter, A., mother and father.
 Ruhter, Lena.
 Ruehrmond, Prof., wife and two children.
 Rust, Margaret, Maude and Elvira, all children.
 Rutter, Robert, wife and six children, Forty-third and T.
 Ryals, Charles, four children of, Myrtle, Wesley, Harry and Mabel.
 Ryan, Mrs. Mary, Kinkead addition.
 Ryman, George, wife and daughter, 4405 S½.
- Sansor, Ernest, 'longshoreman.
 Sargeant, Thos. and two children, Arthur and Alice, Thirteenth and Fourteenth and avenue M½.
 Sarme, Mrs. George, 4513 K, between Forty-fifth and Forty-sixth streets.
 Sawyer, Dr. John B.
 Scarborough, Harry, a fisherman.
 Schadermantle, Maud.
 Schadermantle, Randle.
 Schaf, Mrs. and three children.
 Schalea, Richard, wife, son Frank, Forty-third and T½.
 Scheller, Charles, Mrs., and four children, Thirty-fifth and Q.
 Schierholz, W., wife and five children.
 Schilke, Mrs. Julius and two children, August and Albert.
 Schmidt, Mrs. R. and son Richard, P½, between Twenty-sixth and Twenty-seventh.
 Schneider, J. F., wife and six children, milkman, down the island.
 Schneider, Henry and two children.
 Schneider, John, wife and five children.
 Schneider, Mrs. Hy. Sr.
 Schneider, child of Hy. Jr.
 Schneider, Carolina.
 Schoolfield, ——— (colored).
 Schoolfield, Isaac.
 Schrader, Mary.
 Schroeder, Mrs. Louise and two children, Twenty-sixth and Q.
 Schroeder, Mrs. George M. and four children.
 Schuler, Mr. and Mrs. Charles and five children.
 Schuler, Mrs. A.
 Schultz, Charles and Fred.
 Schultz, Edward, wife and four children, Avenue Q½, between Thirty-sixth and Thirty-seventh streets.
 Schultze, Charles.
 Schumacher, Annie.
 Schutte, ———, wife and two children.
 Schutze, Mr. and Mrs.
 Schwarzbach, child of Theo.
 Schwoebel, George, wife and daughter Lulu.
 Scofelia, Miss Ida.
 Scott, Hughie (colored).
 Scott, Annie (colored).
 Scull, Mrs. Mary (colored).
 Seaborn, J. R.
 Seals, Wallace D. (colored).
 Seals, W. D. (colored).
 Seals, Sarah N. (colored).
 Sedgewick, child of.
 Seibel, Frederick Sr., Thirty-seventh and M½.
 Seibel, Mrs. Julius.
 Seibel, Lizzie.
 Seibel, Mrs. Jacob and son, Julius.
 Seidenstricker, John.
 Seidenstricker, John C., 1209 avenue N.
 Seidenstricker, John N., lived on N, between Twelfth and Thirteenth.
 Seixas, Miss Lucille.
 Seixas, Mrs. C. E.
 Seixas, Armour A.
 Seixas, Cecile.
 Segers and family.
 Severt, John and wife.
 Shaper, Henry, wife and two sons, milkman, down the island.
 Sharp, Mr. and Mrs.
 Sharp, Miss Annie.
 Sharper, Henry, wife and five children, down the island.
 Shaw, Frank.
 Shelsey, Leon, son and daughter (colored).
 Sherman, Albert (butcher, better known as "Yammer").
 Shermer, A.
 Sherwood, Charles L., wife and two children.
 Sherwood, Thomas, wife and two or three children.

- Sherwood, Chas. Wm., baby 7 months old, Eighth and I.
 Sherwood, Charles, Avenue N, between Seventeenth and Eighteenth streets.
 Shook, Mr. and Mrs. Robert Jr.
 Sibbel, O. F. Jr.
 Sinne, John, Lizzie and one child, Forty-first and Broadway.
 Sinnett, Maggie, Twenty-seventh and Q.
 Sinnett, Eddie, Twenty-seventh and Q.
 Sinpe, Calvin and daughter.
 Sharke, Charles F., son of Charles J. Sharke, in Catholic orphans' home.
 Skelton, Mrs. Emma and two children.
 Slaughter, Philip (colored).
 Slater, J. M., 'longshoreman.
 Smith, Sallie (colored), cook for Dr. Perkins.
 Smith, Stella, working for Mrs. C. H. Hughes.
 Smith, Gertrude.
 Smith, Mrs. Wiley (colored), Thirty-third and Q.
 Smith, Mrs. Ellen and child (colored).
 Smith, Miss Mary.
 Smith, Mrs., the grandmother of the Foremans.
 Smith, Mr. and Mrs. and two children, Lamarque, Texas.
 Smith, Charles, L, between Twelfth and Thirtieth streets.
 Smith, Prof. E. P., wife and five children, Thirty-fifth and T.
 Smith, Jacob.
 Smith, Sam (colored), of Olympia theater.
 Sodich, L.
 Solomon, Frank Jr.
 Solomon, Mrs. Frank.
 Solomon, Herman.
 Solomon, Lena.
 Solomon, Julius.
 Solomon, Mrs. Julius.
 Sommer, Ferdinand and wife, Fifty-ninth and beach.
 Sommer, Mollie, Sophie, Annie, Fifty-ninth and beach.
 Sommer, Mr. and Mrs. Joe, Fifty-ninth and beach.
 Sommer, Aline, Fifty-ninth and beach.
 Somerville, S. B. and wife (colored).
 Sourbien, battery O.
 Southwick, Mrs. J. Sanford and child.
 Spaeter, Mrs. Fredericka.
 Spaeter, Otilla.
 Spalding, Joseph, Sydnor's bayou.
 Spanish sailor, steamship Talesforo, body buried north side of Sweetwater lake; marked "sailor."
 Speck, Captain.
 Spencer, Stanley G.
 Spriggs, Mary.
 Stacker, Miss Sophie.
 Stacker, Miss Alfred.
 Stacker, George.
 Stackpole, Dr. and family.
 Staten, Carribel (colored).
 Stawinsky Ed., wife and son.
 Stayton, Mrs. Carrie B. (colored).
 Steding, Harry, wife and child.
 Steeb, Julius, wife and two children.
 Steinbrink, Frederick W. and three children, 4209 S.
 Steinforth, Mrs. Emma, Twentieth and P½.
 Stellman, Lilly.
 Stellman, Robert, wife and child.
 Stenzel, wife and three children.
 Sterling, O. B.
 Stevens, Frankie, Leo, Jerald and Edward, sons of T. J.
 Stewart, Robert C.
 Stewart, Miss Lester.
 Stiglich, Mamie.
 Stillmann, Miss Lily, 3027 K.
 Stillman, Lillie, down the island.
 Stockfleth, wife of Peter, and six children.
 Stousland, Mr. and Mrs. Joe.
 Stravo, Nick, wife and son John.
 Strunk, Wm., wife and six children, Thirty-fourth and R.
 Studley, Mrs. and two children, Fortieth and R.
 Stub, Julius, wife and two children.
 Sudden, Clara (colored).
 Sugar, Mrs. and two children.
 Sullivan, Mrs. Martha and child, R., between Thirty-first and Thirty-second.
 Sullivan, Mrs. J. A. and son, Thirty-second and Q½.
 Summers, Sarah.
 Summers, Mrs. M. S., 1012 K.
 Swan, Auguste, Thirty-seventh and Q.
 Swan, George.
 Swan, George, wife and four children.
 Swanson, Mrs. Martin.
 Swain, Richard D.
 Swain, Mrs. Mary, avenue I, between Tenth and Eleventh streets.
 Sweigel, George, mother and sister.
 Swenson, Mrs. Mary, K, between Eleventh and Twelfth.
 Swickel, Mrs. Mary, Miss Kate and Miss May, 1902 Twenty-seventh street.
 Symms, two children of H. G.
 Tarpey, Joseph.
 Tavinett, Antonet.
 Taylor, Mrs. (colored).
 Taylor, Mrs. J. W., Forty-sixth and K.
 Taylor, Calvin (colored), 2314 Twenty-eighth.
 Taylor, Sarah (colored), 2314 Twenty-eighth.
 Taylor, Costilla (colored), 2314 Twenty-eighth.
 Teague, Lavina (colored) and three children.
 Twenty-seventh, between P½ and Q.
 Tenbusch, George and John.
 Tenbush, Steve (butcher), Forty-fourth and R.
 Tentenberg, Mrs. A. S. and child.
 Terrell, Columbus (carpenter), wife and three children; lived at 4117 S.
 Terrell, Mrs. Q. V. and four children (colored), N and Fifteenth.
 Tetze, Emet.
 Thomas, Blanche Irene, Ninth and M.
 Thomas, Pat, and eight children, T, between Thirty-sixth and Thirty-seventh.
 Thomas, Nowell and Nathaniel.
 Thomas, Milton (colored), Eleventh and M.
 Thomas, Mr. and Mrs. B. W. and three children.
 Thompson, Thos., wife and four children.
 Thompson, ———, wife and three children.
 Thomssen, Mrs. W. D. and three children, down the island.
 Thurman, Mrs. (colored).
 Tian, Mrs. Clement and three children.
 Tickle, H. J., wife and two children.
 Tickle, Mrs. James Sr.
 Tiggs, Lavinia and daughter (colored).
 Tillebach, Mrs. Charles and three children.
 Tilsman, Robert, wife and five children, 46 Broadway.
 Tix, Herman.
 Told, Seibel Sr., aged 76 years, Thirty-seventh and M½.
 Tolomei, Paul, wife and two children.
 Torr, T. C., wife and five children.
 Toothaker, Mrs. J. E.
 Toothaker, Miss Etta.
 Tovrea, Sam, wife and four children.
 Tozer, Mrs. G. M.
 Tozer, Miss Berna, Thirty-second and Q½.
 Trahan, Mrs. H. V. and child.
 Treadway, Lily.
 Treadwell, Mrs. J. B. and child.
 Travers, Mrs. H. C. and son Sheldon.
 Trebosius, Mrs. George.
 Trebosius, Fred, Thirty-first and S.
 Trickhausen, Mrs., an old lady.
 Tripo, an oysterman.
 Tripo, Bosick.

- Trostman, E., wife and three children.
 Tucker, Mr. and Mrs. and one child.
 Tuckett, Walter, wife and child, Q and Twenty-seventh.
 Turner, Angeline (colored).
 Turner, Mrs. K. and little girl.
 Turner, Mr. and Mrs.
 Turner, Mrs. W.
- Udell, Oliver, wife and child, Forty-fifth and U.
 Uhl, Mrs. Chris and four children, Forty-fifth and K.
 Underhill, Carpenter and wife, two weeks from El Paso, formerly from Michigan.
 Unger, E., wife and four children (Frank, Eddie and Sophie saved), Forty-fifth and Broadway.
 Uitt, Mary, of Houston.
 Ulridge, Adelaide (colored).
- Valeton, Mrs. and Miss Marie, lost at Giozza residence.
 Vamey, Mrs. B. (colored).
 Van Buren, Herman, wife and three children.
 Van Liew, Monie (colored).
 Varnell, Jim, wife and six children, Kinkead addition.
 Vassenroot, Edward, wife and two children.
 Vaughn, Miss May, Eleventh and Mechanic.
 Vaught, Edna, child of W. J. Vaught.
 Velin, Mrs. H.
 Vidovich, Mike.
 Vining, Mrs. Annie and four children (colored).
 Vinnie, Miss Annie (colored).
 Visco, Franovich.
 Viscovitch, Magdalena, daughter of Mrs. Vele-da Viscovitch, N $\frac{1}{2}$ and Seventeenth.
 Vitoretta, Mrs. N. L., Twenty-seventh and P $\frac{1}{2}$.
 Vitovitch, John and family.
 Vogel, Mrs. Henry C. and three children.
 Vogel, Mrs. and daughter Bertha, Twenty-seventh and P.
 Volger Mrs. F. and daughter Bertha.
 Vordenbaumen, Mrs. and children.
 Vuletuch, Andrew, wife and daughter, down the island.
- Wade, Mrs. Hillies (colored), Forty-eighth and G.
 Wade, wife and two children, down the island.
 Wade, Hettie and husband (colored).
 Wagner, ——— and wife (farmer).
 Wakelee, Mrs. David.
 Walden, Sam, son of H. W. (colored).
 Waldgren, Mr.
 Wallace, Scott and Earl.
 Wallace and wife (Mud bridge).
 Wallace, George, wife, mother and children, Bertha, Tom, Fred and Florence, 4017 T $\frac{1}{2}$.
 Wallace, ———, wife and four children, Thirty-seventh and M $\frac{1}{2}$.
 Walker, Mrs. H. V.
 Walker, Louis D., R and Thirty-ninth.
 Walker, Joe.
 Wallis, Lee, wife, mother, four children and Pearl Ellison, all of Palestine.
 Walter, Mrs. Charles and three children.
 Walsh, James N. and wife.
 Walsh, Joseph, wife and child.
 Walters, Gus, 3602 Q $\frac{1}{2}$.
 Waring, Mrs. (colored).
 Warnke, Mr. and Mrs. and children, Forty-first and S.
 Warner, Mrs. A. S.
 Warner, Mrs. Flora.
 Warnke, Mrs. A. W. and five children.
 Warrah, Martin.
 Warren, Celia (colored).
 Warren, James, wife and six children.
 Warren, John.
- Warwarvosky, Adolph, mother and sister.
 Washington, John and five children, Forty-sixth and T.
 Washington, Mrs. (colored).
 Washington, Lettie and family (colored).
 Washington, William and wife (colored), alley, P and P $\frac{1}{2}$, Twenty-sixth and Twenty-seventh.
 Watkins, Mrs. (mother of Stanly Watkins).
 Watkins, child of P.
 Watkins, Mr. S.
 Watson, J. G., Mrs. and two children, Forty-third and T.
 Waxmouth, Frank.
 Weber, Mrs. Charles P.
 Webber, Mrs. Anna.
 Webber, Mr. S. and family.
 Weber, W. J., wife and two children.
 Webster, Mr. Edward Sr.
 Webster, Charley.
 Webster, Julia.
 Webster, Sarah.
 Webster, George.
 Webster, Kenneth.
 Weeden, L. E., wife and six children, Kinkead addition.
 Weeks, Mrs. Millie and child (colored), down the island.
 Weideman, F. W. and wife.
 Weihausen, Mrs. Minnie, 3413 P $\frac{1}{2}$.
 Weiman, Mrs. John C.
 Weinberg, Fritz.
 Weinberg, Mrs. F. A.
 Weinberg, Otto, wife and five children.
 Weiners, daughter of J. C., 2602 P $\frac{1}{2}$, died of injuries.
 Weis, Mrs. Maggie.
 Weiser, Paul, wife and mother, K, between Forty-fifth and Forty-sixth.
 Weiss, Oscar, wife and five children.
 Weiss, Prof. Carl.
 Weit, Mr. and three children.
 Welche, Mrs. John.
 Welsh, Theophil, in charge of race track.
 Wendemann, Mrs.
 Westaway, Mrs. George.
 Westerman, Mrs. A.
 Westman, Mrs.
 Weyer, Judge and wife.
 Weyer, Alex.
 Weyer, Hy.
 Weyer, John.
 Wharton.
 Whitcomb, Mrs. Georgia and baby of nine months.
 White, Willie (colored).
 White, family of Walter.
 White, James, wife and baby.
 Whittle, Tom, baker at Kahn's.
 Whittlesey, one child of Officer H. P. Whittlesey.
 Wicke, Lena Mrs., Twenty-eighth and Q $\frac{1}{2}$.
 Wiede, Mrs. Augusta and five children, 2824 avenue P.
 Wiedemann, F.
 Wilke, C. O., wife and child.
 Wilcox, child of.
 Wilde, Miss Freda, down the island.
 Wilkinson, George, wife and son, Thirty-seventh and R.
 Wilks ——— and wife.
 Williams, Alberta (colored).
 Williams, Caesar (colored), Forty-fifth and P.
 Williams, Ed ("Crow").
 Williams, Edward (colored).
 Williams, Mrs. Adaline (colored).
 Williams, Mrs. Ceciel (colored).
 Williams, father of Frances (colored).
 Williams, Mary Mrs., Twenty-ninth and L.
 Williams, Rosanna (colored), Forty-first and S.
 Williams, Miss.
 Williams, Alex.
 Williams, Mrs. E. C. (colored).

- Williams, Joseph, N, between Sixteenth and Seventeenth.
 Williams, Frank, wife and child, Heard lane.
 Williams, Sam (colored).
 Williams, Bob (colored).
 Williams, John, Fortieth and R½.
 Williams, Mrs. (mother of Mrs. Joe Jay).
 Williamson, W., longshoreman.
 Wilfred, Mrs. Elmira, mother-in-law of Louis Gruetzmacher.
 Willis, Hester and daughter (colored), Church and Thirty-fifth.
 Wilson, Mrs. Julia Ann (colored), 2617 avenue P.
 Wilson, Annie.
 Wilson, Ben T.
 Wilson, Mrs. Julia Ann (colored), P, between Twenty-sixth and Twenty-seventh.
 Wilson, Mary and child.
 Wilson, Bertha (colored).
 Wilson, Mrs. B.
 Winscoath, Mrs. Annie.
 Winscoatte, Mrs. W. B.
 Winscott, Mrs. William.
 Windman, Mrs.
 Winn, Mrs. and child.
 Winsmore, James and family, seven members.
 Withee, N. H. and wife.
 Withey, H.
 Witt, C. F., wife and two children.
 Wolfe, Chas., wife and three children.
 Wolfe, Officer Charles, wife and son Edward.
 Wolfe, Mrs. Louis and child. (Recently from Florida).
 Wolters, F. A., wife and child, Thirty-sixth and Q½.
 Wood, Mrs. S. W., mother of United States Marshal Wood.
 Wood, Mrs. R., N, between Fourteenth and Fifteenth (colored).
 Wood, Edie and Burley (colored).
 Wood, Wm. (colored).
 Wood, Mrs. S. W.
 Wood, Mrs. Caroline and two daughters, Mary and Katie.
 Wood, Mrs. Julia (colored), Twenty-eighth and Q½.
 Wood James Horace.
 Woodmannie, Miss (of Joliet, Ill.).
 Woodrow, Matilda (colored).
 Woodward, Mrs. R. L. and daughters, Miss Mollie Parker and Miss Hattie and Maggie Woodward, Fifteenth and M.
 Woodward, E. G. Jr., Eleventh and M.
 Woollam, C.
 Wootun, Gus, wife and three children, Forty-fifth and J.
 Wright, Louise and Johnnie.
 Wuchnach, M., wife and two children.
 Wurl, Richard.
 Wurzlów, Mrs. Annie, Twenty-sixth and Q.
 Yeates, child of J. K.
 Yeager, William.
 Youens, Hy. George, 5 years.
 Youens, Miss Lillian, 20 years.
 Young, Francis.
 Young, Ferdinand.
 Young, Mrs. Mary of Lamarque.
 Young, Mrs. Paul, Lamarque, Texas.
 Young, Mrs. ———, two daughters and one son, Lamarque, Texas.
 Youngblood, L. J., wife and child.
 Younger, Evelina (colored) and two children.
 Zickler, Mrs. Fred and two children.
 Zipp, Mrs. and daughter.
 Zurpanin, Mrs. N. and eight children.
 Zwanzig, Adolph.
 Zwanzig, Richard.
 Zwanzig, Herman.
 Zwanzig, three daughters of Adolph.
 Zweigel, Mrs. and two daughters.

NOTE.—In making, by appendix, the railroads of Texas and their connections a part of this volume, the publisher feels that the people of the United States will get a glimpse of the extent of Texas, her resources, and the enterprise of her vast transportation lines. As the heart is to the human body, so is Galveston to the major portion of these vital forces. Can we wonder, therefore, that the people demand Galveston being preserved to a commerce involving hundreds of millions of dollars?

APPENDIX

SUNSET-CENTRAL LINES

AS PROMOTERS OF STATE AND COMMUNITY AGGRANDIZEMENT

It has long since become a certainty that the railroads generally exert a potent influence upon the fortunes and prospects of both individuals and institutions. History has been made and repeated by the great lines of communication which now ramify the entire country, and although railroad building and institution has practically been responsible for the prosperous condition existing in the United States, and in the rapid settlement of its vast areas, Texas particularly may be pointed to as evidencing the fact that railroads can make states prosperous as well as exert a beneficial influence upon the fortunes and prospects of the individual.

The Sunset-Central lines, which permeate the richest and most extensive portion of the state of Texas, exemplify this statement, as, where natural conditions have been in any way favorable, the country along these lines has been rapidly augmenting in cultivation and wealth from the very inception of these avenues of trade.

The Houston and Texas Central railroad, which is the direct line of communication between north, central, and southern Texas, taps every large city in the state with the exception of San Antonio. Nearly every acre of land contiguous to this road is covered with great crops, possible only in a state of such vast extent as Texas. The northern quarter of the line traverses the most beautiful portion of the south, equal in beauty and natural fertility to the famed Blue Ridge section of Kentucky. From Denison to Dallas the line operates through one of the most prolific wheat sections of the country, and in this same territory is grown vast quantities of corn, while fields of cotton intersect the acres of the two cereals mentioned. From Dallas to Houston on the main line, from Bremond to Waco on the Waco branch, from Hempstead to Austin on the Austin division, and from Garrett to Fort Worth on the Fort Worth and Northern division, the eye falls on interminable fields in which a million bales of cotton are annually picked.

Farming, fruit-growing, and fine stock-raising in these sections have reached a high stage of cultivation, and are rapidly forcing taxable

values ahead and contributing materially to the constantly increasing wealth of the state.

The Houston and Texas Central railroad, with its several divisions, has been in operation for nearly half a century, and in that time has witnessed the growth of Texas until it has reached its present wonderful proportions. The equipment of this railroad is second to none in the South. It has a fine ballasted roadbed and heavy steel rails, while its rolling stock, both freight and passenger, represent the very best effort of mechanical building. Its trains are operated with design to serve the best interests of its patrons, and as a result of intelligent effort

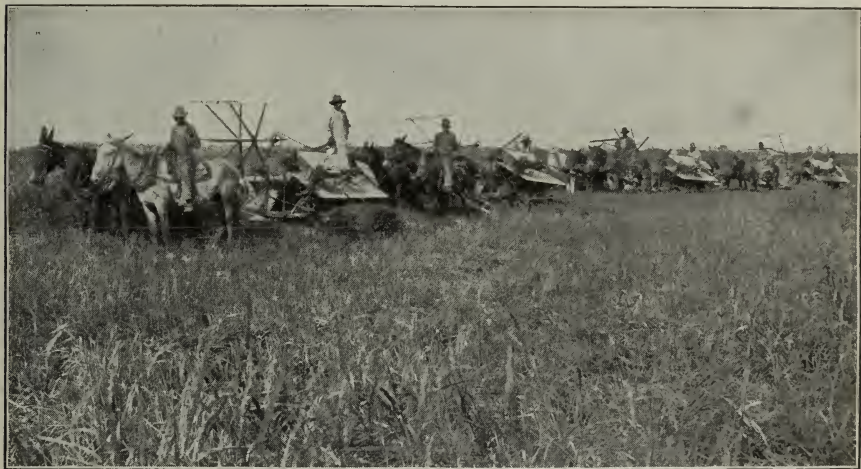


ALONG LINE OF SOUTHERN PACIFIC RAILROAD—"SUNSET" ROUTE
Rice industry in southeast Texas—irrigation canal

on the part of its officers, it is pointed to by the people of the state as an example which other roads might do well to follow. Termed the "Old Reliable," it operates through sleeping-car lines to all important Texas cities out of Houston and Galveston, and to St. Louis, Denver, and Chicago.

The Sunset lines, which have their beginning from the east at New Orleans, operate through the southern portion of Texas, the Texas divisions beginning at the state line east of Orange and extending for nine hundred miles to El Paso, traversing the most fertile sections of the celebrated "coast country" until San Antonio is reached, and then on through the great cattle sections, and remarkable health plateau of west Texas. The Sunset route, which for many years has handled the great bulk of its through California freights by steamer to New Orleans, thence by rail to 'Frisco, has recently instituted very extensive

and valuable improvements at the city of Galveston, the great Texas seaport, which even the fearful storm of September 8, 1900, failed to materially injure, from a shipping standpoint. These improvements were inaugurated by Mr. C. P. Huntington, who some years before his death conceived the idea of handling the bulk of the Texas and Western freights through this port. Although the storm severely damaged the terminals and great wharves which were in course of construction, this had no effect upon the intentions of the company, for it was but a few days after the fearful catastrophe that Mr. H. E. Huntington, vice-president of the Southern Pacific Company, wired the editor of the



ALONG THE LINE OF THE SOUTHERN PACIFIC RAILROAD—"SUNSET" ROUTE
Harvesting rice in southeast Texas

Galveston *News* assurance that the Huntington improvements will be carried on to a successful consummation. Thus, while it was originally intended that steamers should begin unloading at Galveston docks by the middle of September, the date of operation has been deferred until conveniences are again placed in condition for the rapid handling of freight. Galveston is thus assured of a magnificent enterprise which must contribute not alone to the development of that seaport, but to the prosperity of the city itself.

The Sunset route traverses the great prairie sections of southern Texas and southwest Louisiana. The wonderful rice development in this latter territory demonstrated the fact that the prairie lands of south Texas—level as a floor and almost boundless in extent—are ideal locations for the successful cultivation of this great food-supplying cereal. The past spring and summer witnessed the infusion of consider-

able energy in the agricultural lists of south Texas, and as a result of their enterprise some sixty thousand acres of rice were planted in this state. Irrigating canals have been constructed, and owing to the remarkable yield, simplicity of cultivation, and splendid returns, the acreage will be doubled, at least, this season coming.

Nature has created nothing but what some use may be made of her handiwork.

Since the settlement of the state, the southern prairie lands have been



ALONG THE LINE OF THE SOUTHERN PACIFIC RAILROAD — "SUNSET" ROUTE
Rice industry in southeast Texas. Discharging water into the irrigation canal at pumping station

devoted altogether to cattle-raising. Experiment has developed the fact that the fruits, vegetables, and great crops of the world may be cultivated successfully in these lands with profit. Oats, corn, and cotton have been gradually extending into the prairie country and the development of the rice industry has made feasible almost the entire obliteration of the great ranches and their partial conversion, at least, into money-making rice-fields. No industry at present so strongly recommends itself to prospective settlers.

Lands along the Sunset route and its branches may be secured

at a very reasonable figure. Water is in abundant supply, and it simply becomes a matter of enterprise and energy so far as the successful farmer is concerned.

It has been proven in a number of instances that a fair yield of a crop of rice will pay value of the farm, farm buildings, and cultivation. Irrigation has made the crop a sure crop, and thus the farmer is relieved of the anxiety which besets his brethren engaged in cultivating other products.

The Sunset route offers in connection with the Houston and Texas Central a first-class service from the southeast to New Orleans, into north, central, east, and west Texas. It is the great transcontinental line to the Pacific coast, City of Mexico, and all New Mexico and Arizona points. The track is rock-ballasted from one terminal to the other, a distance of two thousand five hundred miles. In connection with its steamer line from New York to New Orleans and Galveston, the Sunset route offers unexcelled advantages for the handling of freight to all points in the trans-Mississippi country. Its passenger accommodations are first-class in every respect, and contemplated additions will bring its equipment up to the highest stage of perfection.

The celebrated Sunset limited will operate this season between New Orleans and San Francisco, commencing November 8th, three times a week. As an advertisement alone, this splendid equipment has been the means of calling attention of thousands of persons to the advantages of Texas, and its increasing efficiency and additional attractions will augment everything that has been accomplished in this direction.

The Sunset route is now building through Beaumont and Rockland to Dallas. It is extending its line from Wharton into the Caney Valley country; opening up what will eventually become a great sugar-producing country. It has recently contracted for an entirely new sleeping-car equipment, and will soon place magnificent chair-cars on each of its Texas trains.

Galveston, by reason of its location and facilities, is bound to become an important gateway for the material handled by the Sunset route, and when it is taken into consideration that an entirely new fleet of magnificent steamships is being constructed for this new trade channel, the importance of the movement may be appreciated and realized, not alone by shippers and consignees, but by the people of Texas for whom the Southern Pacific and its allied interests have accomplished much in the past and bid fair to accomplish more in the future.

TEXAS AND PACIFIC RAILROAD COMPANY

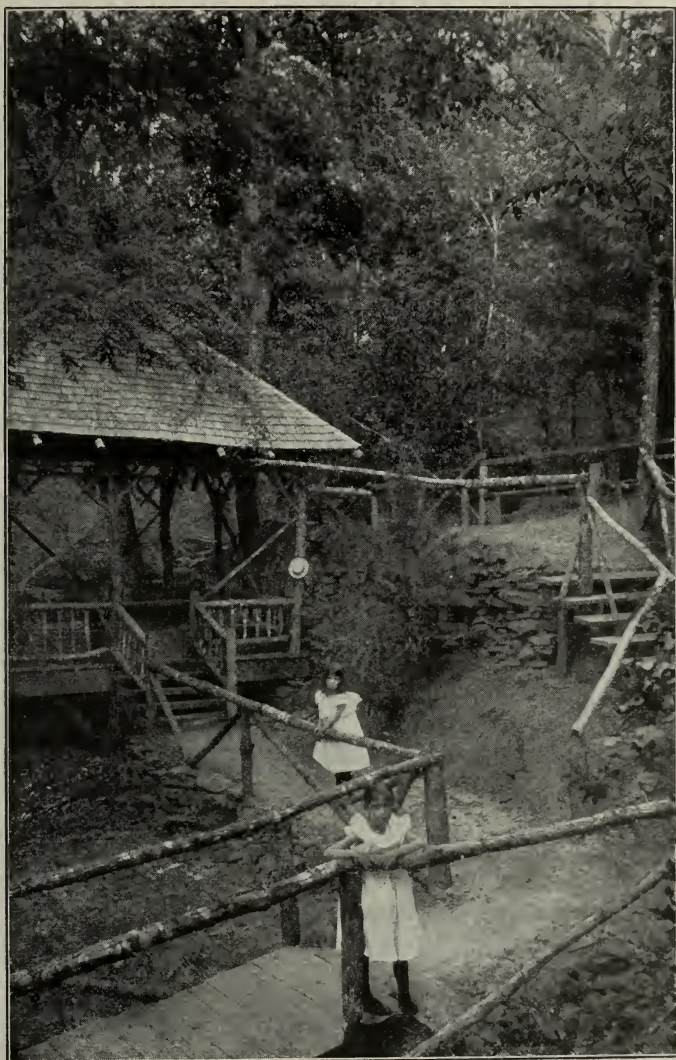
HEALTH AND PLEASURE RESORTS

Between Texarkana and El Paso, on the Texas and Pacific railway, there are numerous health and pleasure resorts which rank with any in the United States, and during the last few years these points have been brought to the front and deservedly have gained the distinction of placing Texas above its sister states as the Mecca of the afflicted.

HYNSON SPRINGS, TEXAS.—About six miles northwest of Marshall, Texas, is Hynson Springs, perched on the summit of a modest little mountain. This point has been advertised as a health resort for many years, but until the present time the accommodations have been scant and never sufficient to take care of the guests. With the beginning of 1900 matters have taken a decidedly different turn for the better. A new management has taken hold with a vim, and in place of the primitive shack, thousands of dollars have been spent in the erection of a large modern hotel. Two hundred and sixty acres of ground have been cut into graveled walks and driveways, and late improvement is evidenced at every point. The hotel is a three-story structure, of the most perfect ventilation imaginable, being encompassed by about a mile of connecting verandas, and the many windows are built from the level of the floor to a convenient and satisfying height. Adjoining the hotel is a children's pavilion, fitted with gymnastic appliances, where kindergarten sports may be indulged in without interruption. There is also a dancing pavilion for older persons, with full-equipped stage for charades, cantatas, and amateur performances. A handsome bowling alley near the hotel will afford much amusement to the lovers of the game.

In scenic effects Hynson Springs is one of the most beautiful resorts in the entire South. Situated on the summit of a mountain overlooking a vast valley, embracing thousands and thousands of acres of towering pine-trees, and red oak, sweet gum, and cedars, is the hotel, terraced two hundred feet high from the public lane. As the elevation is six hundred and fifty feet, a magnificent view of the surrounding country is obtainable. The grounds are arranged in well-graveled walks, embellished with roses and arbor-vitæ, while a fountain or two lend the beauty of their spray. Leading to the right is "Lovers' Lane," with the limbs

of its trees interlocking above a grassy promenade, scented with the perfume of cedar, fern, and wild flowers—an ideal spot for a morning, evening, or noonday stroll. Beyond are the dozens of springs, and the summer-houses beset with rustic benches; the irregular hollows and hills, the crooked cañons and sylvan dells, through which ripples a pebbly bottomed stream, bearing the mineral waters of the springs, and displaying almost every color of the rainbow; then the moss-covered



HYNSON SPRINGS, TEXAS

"So wondrous wild," etc.

rocks and fern-grown stumps of giant trees. Every step reveals some new-found pleasing feature, and the revels in ecstasy, while the eye sports in the boundless picturesqueness of the environments.

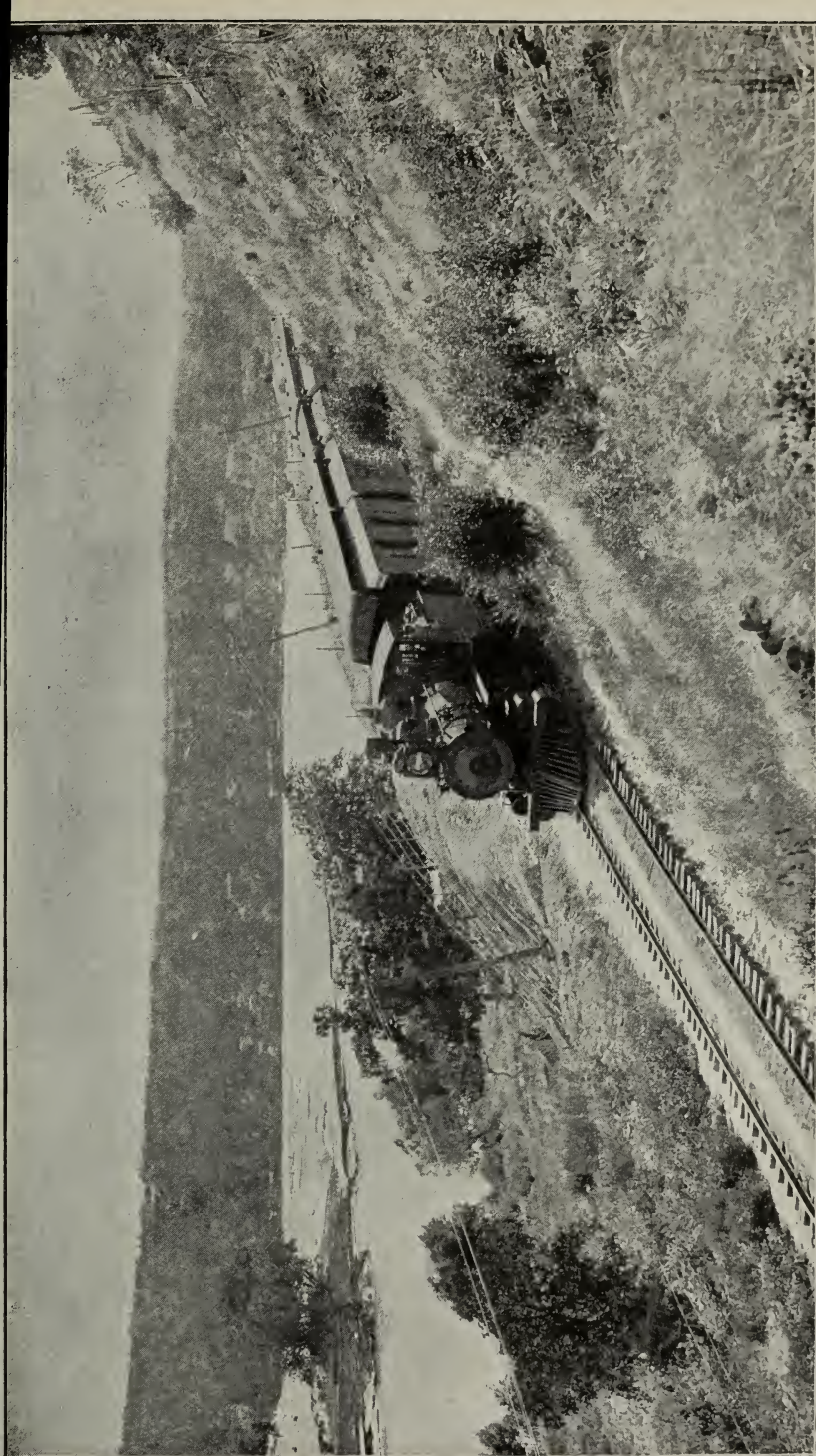
"So wondrous the whole might seem
The scenery of a fairy dream."

As to the curative powers of these waters much might be said. Most any kind of mineral waters may be had, including magnesia, iron, red and white sulphur, free stone, and lithia, and hundreds of testimonials are in the hands of the management as to the efficiency of the waters in cases of rheumatism, eczema, indigestion, blood and skin diseases, inflammation, liver and kidney troubles, female complaints, etc. There are no swamps to fill the air with malaria. No mosquitoes. Carriages meet all trains at Marshall, and parties, subject to call, are carried to or from the springs at any hour of the day or night.

MINERAL WELLS, TEXAS.—Mineral Wells is located sixty-four miles west of Fort Worth, Texas, at the terminal of the Gulf and Brazos Valley and the Weatherford, Mineral Wells, and Northwestern railways, the former connecting with the Texas and Pacific railway at Peck City, seven miles south, and the latter at Weatherford, twenty-two miles southeast of the wells. To take a southern view, the city has the appearance of being built within the bowl of a giant shovel, surrounded as it is on the north, east, and west by the tree-dotted Palo Pinto Mountains, while the south side opens into a wide valley of prairie and cultivated farms. The visitor, in summertime, enjoys an agreeable temperature of about eighty-five degrees Fahrenheit, mean, during the day, and cool nights of refreshing slumber. The average winter temperature is about forty-five degrees Fahrenheit. Elevation, fourteen hundred and fifty feet, assuring a purity of air heavily laden with ozone. The hotels are many, located in convenient nearness to the various wells and bath-houses. The managements of most of the wells have lately erected new and spacious pavilions for the amusement of guests, and balls and cotillions are many. The days are never monotonous. The many diverging roads afford good driveways, and the livery accommodations are very acceptable. Large burro parties are formed and trips over the mountains are frequent.

The mineral waters are of such variety as to meet the requirements of almost every human ill, and testimonials of living examples are plentiful in proof of the efficacy of the waters in cases of stomach disorders, indigestion, dyspepsia, kidney and liver troubles, rheumatism, gout, neuralgia, nervous prostration, syphilis, scrofula, paralysis, female complaints, insomnia, diabetes, headache, Bright's disease, etc.

PECOS, TEXAS.—Pecos is an enterprising city of fifteen hundred



SCENE ON BRAZOS RIVER—CANNON BALL

inhabitants, about four hundred miles west of Fort Worth and two hundred miles east of El Paso. The most remarkable thing about Pecos is its climate. There is not the slightest humidity in the atmosphere, and one never tires of outdoor exercise. The vast prairies with their mirific mirage are entrancing. The range of mountains bearing to the south toward Fort Stockton form a stretch of glorious scenery. These mountains are filled with deer, bear, antelope, panther, and other game, and are frequented by hunting parties who are loud in the assertions of success after a trip. Within from one to six miles of Pecos any number of jack rabbits, quail, curlew, duck, wild geese, killdeer, and other small game may be found. The hotel and livery accommodations at Pecos are all that could be desired, so that hunting parties need suffer no uneasiness about a place to eat or sleep while in the city, and the obtainment of conveyance for a trip to the mountains. Phantom Lake, a beautiful sheet of salt-water, two and one-half miles wide by five miles long, a veritable miniature sea, is situated about six miles southeast of Pecos. The shores on all sides are of marshland, being comparatively brushless and covered by a considerable growth of grass and tules, and are the feeding and breeding grounds of almost every known aquatic bird, including sea-gulls, herons, cranes, curlews, pelicans, snipe, geese, and various kinds of ducks, among which may be found the celebrated canvas-back. The incrustations forming from the spray blown on the marsh-grass are as white as snow, so great is the salt per cent, thereby showing that the air is purified and sweetened, and rendered free from poisonous elements.

At Pecos the air is wholly dry, and as the ground is thoroughly impregnated with salt, the existence of disease germs is an utter impossibility, thereby making a veritable panacea for consumptives, and an infallible remedy for catarrh, bronchitis, asthma, etc. Elevation, 2,596 feet.

EL PASO, TEXAS.—It is widely known that El Paso is the western terminus of the Texas and Pacific railway. It has twenty-three thousand inhabitants, and lies on the east bank of the Rio Grande, between the Franklin Mountains in the United States and the Sierra Madre Range in Mexico. Its residences and business structures are modern and architecturally handsome. Its historical environments are interesting and instructive. Its factories, smelters, railroad-shops, and flour-mills are self-evident of progress. It is the metropolis of the Southwest. In climate it possesses all the beneficial and in entertainment all the pleasurable attributes. Hotel and private boarding-house accommodations are ample and good. The city markets are plentifully supplied with everything in season. Horses for riding or driving may be hired or purchased at reasonable rates. The bicycle is in universal

use, and golf and tennis have many devotees. There is a pretty and commodious opera-house, and the best theatrical and operatic troupes stop in El Paso on their way to or from the Pacific slope or City of Mexico. Large game may be found in abundance within a short distance of El Paso. The Fort Davis, Sacramento, Mogollon, and Sierra Madre Mountains are flush with antelope and deer, both white and black tail, black and cinnamon bear, while the valleys are thick with quail, doves, rabbits, etc. In winter the temperature ranges from twenty-five to thirty-five degrees Fahrenheit at night, and sixty to seventy degrees Fahrenheit by day. In summer from eighty-five to ninety degrees by day and sixty to seventy degrees by night. The summer heat is never oppressive, tempered as it is by the cool breezes day and night and by the effect of the altitude and the extreme dryness of the air. It is a pleasure, and indeed a luxury, to breathe such air, and one not only can but must breathe in this locality. This alone should attract and retain the tourist and health-seeker, especially those suffering from tuberculous diseases.

CLOUDCROFT, NEW MEXICO.—Cloudcroft, destined to become one of the most popular health and pleasure resorts in the United States, is about one hundred miles north of El Paso, on the summit of Sacramento Mountain. Elevation, nine thousand feet. The climate of the Sacramentos is simply superb. It is not excelled by that of any other region. The atmosphere is cool and invigorating and absolutely free from impurities. Cloudcroft, as yet, may be said to be in an embryo state, but a number of cottages have been built and tents are supplied for the accommodation of guests. The scenery is grand, truly indescriba-



MINERAL WELLS, BIRD'S-EYE VIEW

ble, and for a summer's rustic outing this new-found paradise of the mountains offers incomparable inducements.

The General Passenger Department of the Texas and Pacific Railway Company, at Dallas, Texas, has many kinds of literature relative to its health and pleasure resorts, and other points along the line of its road, and matter will be sent to any address free of charge.

FROM DALLAS TO EL PASO

A few brief statements about the present prosperity and prospective promise of that vast wealth-producing section of the country along the Texas and Pacific railway, between Dallas and El Paso, will no doubt be appreciated. To begin, attention must be called to the two important commercial, manufacturing, and railway centers, Dallas and Fort Worth. No other cities of same size, in any country, can show public buildings, business houses, hotels, and residences equal in style, size, and elegance. In this respect Dallas and Fort Worth stand proudly at the head of the list. The court-houses, post-offices, city halls, bank buildings, wholesale and retail buildings, churches, colleges, public schools, hotels, and splendidly designed residences of these two cities reflect great credit upon the inhabitants thereof.

They are models of superior architectural beauty and monuments of modern civilization. In addition to the picturesque architecture so conspicuous in these two cities, they are great commercial emporiums and manufacturing centers, with railway facilities unsurpassed.

Mineral Wells, Texas, a charming little city, and known as "The Texas Health Resort," is situated at the western terminus of the Weatherford, Mineral Wells, and Northwestern railway, which connects with the Texas and Pacific railway at Weatherford, Texas.

The altitude of Mineral Wells is sixteen hundred feet, and the average winter temperature is forty-five degrees Fahrenheit; the average summer temperature is eighty-five degrees. The prevailing winds are from the Gulf of Mexico, which render the nights cool and refreshing in summer and moderate the cool of winter. The climate is unsurpassed, and as an all-the-year health resort it possesses greater advantages than any other place in the United States.

Thousands of people have been cured of numerous ailments by the use of the waters of Mineral Wells, which are superior to those of any other health resort in the United States, and are fully equal to the world-famous waters of Carlsbad, in Austria.

Westward, beginning at Weatherford and ending at Cisco, each a prosperous town on the Texas Pacific, lies the Mineral Mountain



BALING HAY, WEST TEXAS

Range, divided and subdivided by valleys of rich and fertile fruit and farming lands.

These mountains treasure within their bosoms inexhaustible mines of coal, great reservoirs of gas, and lakes of oil, as well as many other wealth-producing resources too numerous to enumerate here. At Thurber and Strawn can be seen a slight demonstration of the possibilities of the rough and rugged chain of mountains.

Thurber is now a city of three thousand five hundred people, supported entirely by the coal-mining industry. Strawn's prosperity is also due to the same source, and with systematic effort, accompanied by skill and energy, industrial cities of ten thousand or more can be built within five years. At Gordon, several bold-flowing wells of gas await the coming of genius, that it may do economic service and exercise the energy of its force. To the northwest of this, springs of oil ooze slowly from the mountain-side, merely manifesting to humankind that down beneath these undulating surfaces bountiful stores of oil await the explorer's piercing drill. Still farther westward come Eastland, Cisco, and Baird, all good towns, underlaid with thick strata of coal and surrounded by valleys of rich land. Then comes beautiful Abilene, the queenly belle of the prairies, a city of five thousand population, whose citizens are intelligent, prosperous, and enterprising. Abilene is the county seat of a very rich agricultural county, and is the shipping-point for a number of counties lying north and south of the Texas and Pacific railway. Her educational advantages are excellent. The next county seat is Sweetwater.

This name is very suggestive. It denotes that the water of the whole "Sweetwater country," which comprises about a dozen counties, is good, wholesome water, pleasant to the taste; it does not mean that the water has a saccharine taste, but its name is to indicate that the water flowing from the myriads of springs which feed Sweetwater Creek is free from taste of mineral substances. Probably no city in the state is so favorably situated and so fortunately blessed by beneficent conditions to-day as is Sweetwater, a town of only eight hundred people.

A sixty-foot stratum of salt had been found at the depth of two hundred feet. The country adjacent is very rich, and phenomenal prosperity is assured for the new year. Farther westward is Colorado City, the county seat of Mitchell County, and situated near the center. This county consists of undulating prairies, traversed by numerous water-courses, with broad and beautiful valleys. As a stock-farming county Mitchell County has few equals in this country. The Texas and the Lone Star Salt companies' works are located in this city. Then follow Big Springs, Marienfeld, Midland, and Odessa, all thriving cattle centers. These cities are exceptionally prosperous, and they are com-

posed of a greater percentage of wealthy people than any other cities on the line. They are surrounded by a rich country.

At Pecos City the most peculiar as well as the greatest natural advantages are present, but undeveloped. A vast section of level rich land, with crystal-pure and sparkling water gushing swiftly through the pipes of forty artesian wells, and raising itself through pipes thirty feet above the level, a sight worth seeing, a wonder worth contemplating, an opportunity to enlist the attention of the promotive genius. From the depot at this place the Davis and other mountains, fifty to eighty miles away, can be seen. These mountains are rich in both gold and silver ore, but are yet unexplored. The imaginary line between Uncle Sam and Mexico has, by the aid of Mexico's historic data, easily passed the prospector.

Last, but not least, the city of El Paso comes up for its share of praise; it has within its grasp the greatest opportunities, the grandest glories, and most phenomenal achievements offered any city in America. It is destined to be the home of the millionaire miner, the cattle baron, the merchant prince, the promoter, proud and buoyant, the sportsman, the health-seeker, and last, but not least potent, the seat of learning of the great Southwest.

APPENDIX III

COTTON BELT ROUTE

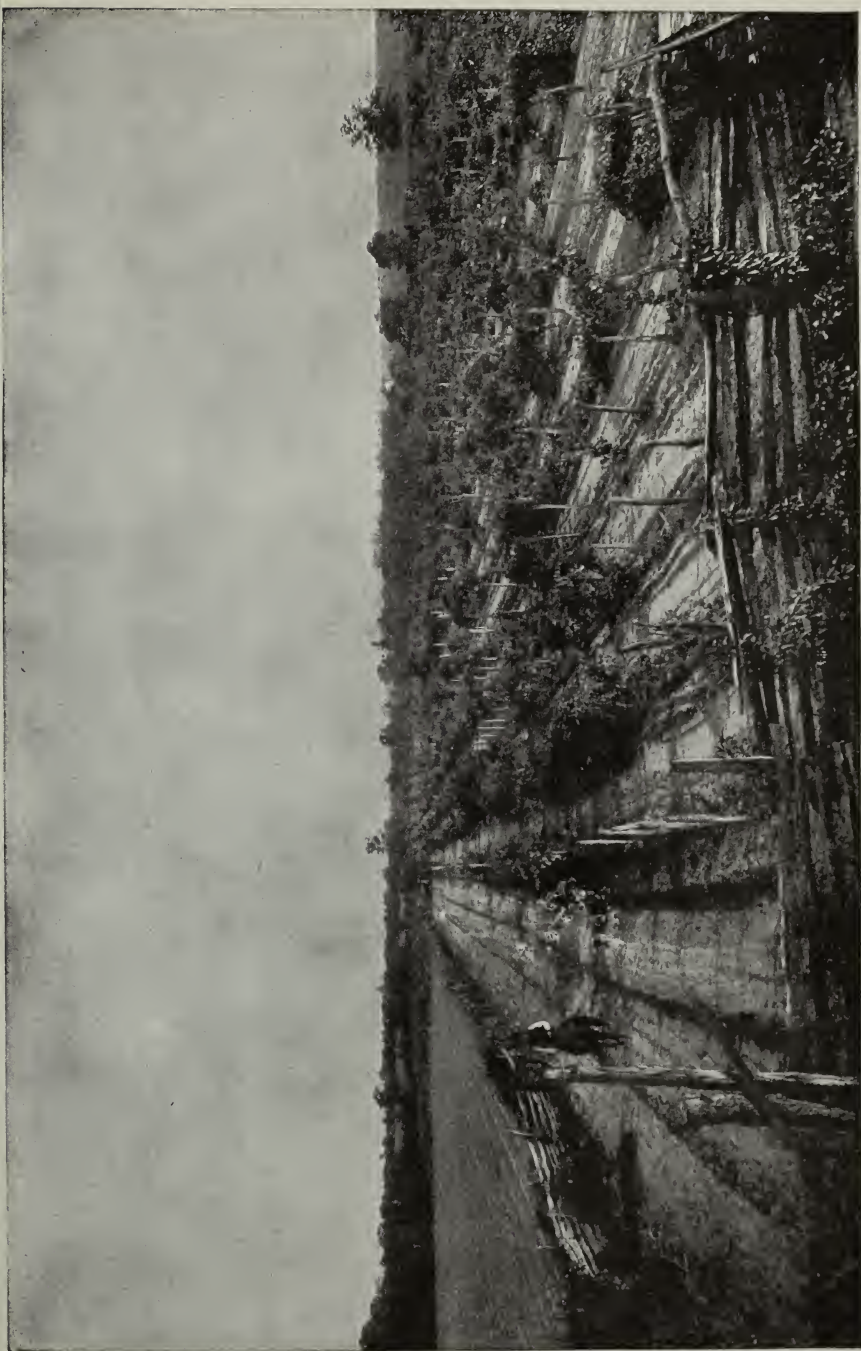
ST. LOUIS SOUTHWESTERN RAILROAD, ST. LOUIS INTO TEXAS

We are indebted to Mr. E. W. La Beaume, general passenger agent of above system, St. Louis, for the illustrations appearing below concerning this Texas line of railroad, and for several booklets descriptive of Texas.

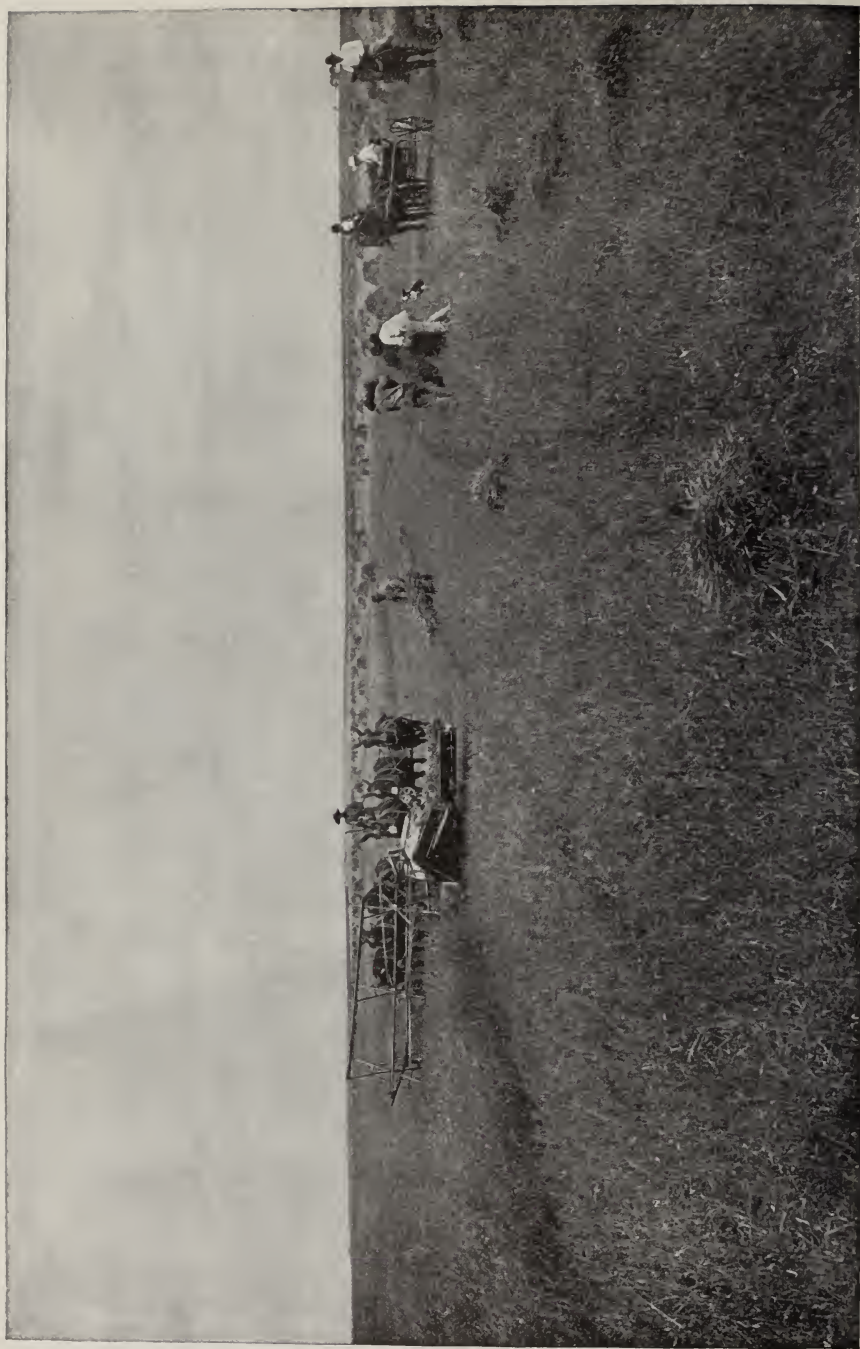
We take the liberty of using the following, taken from a booklet compiled for the Cotton Belt route by its officials, entitled "Through Texas with a Camera":

"Scarcely any person needs to be told that Texas is the greatest state in the Union; everybody is taught that at school. Few realize, however, that the states of Missouri, Illinois, Indiana, Ohio, and Pennsylvania could be put within the borders of Texas, and there would still be enough area left to make a state larger than Massachusetts, Rhode Island, Connecticut, and Delaware combined. The great states of Iowa, Missouri, Wisconsin, Illinois, and Indiana together occupy but little more territory than the state of Texas alone.

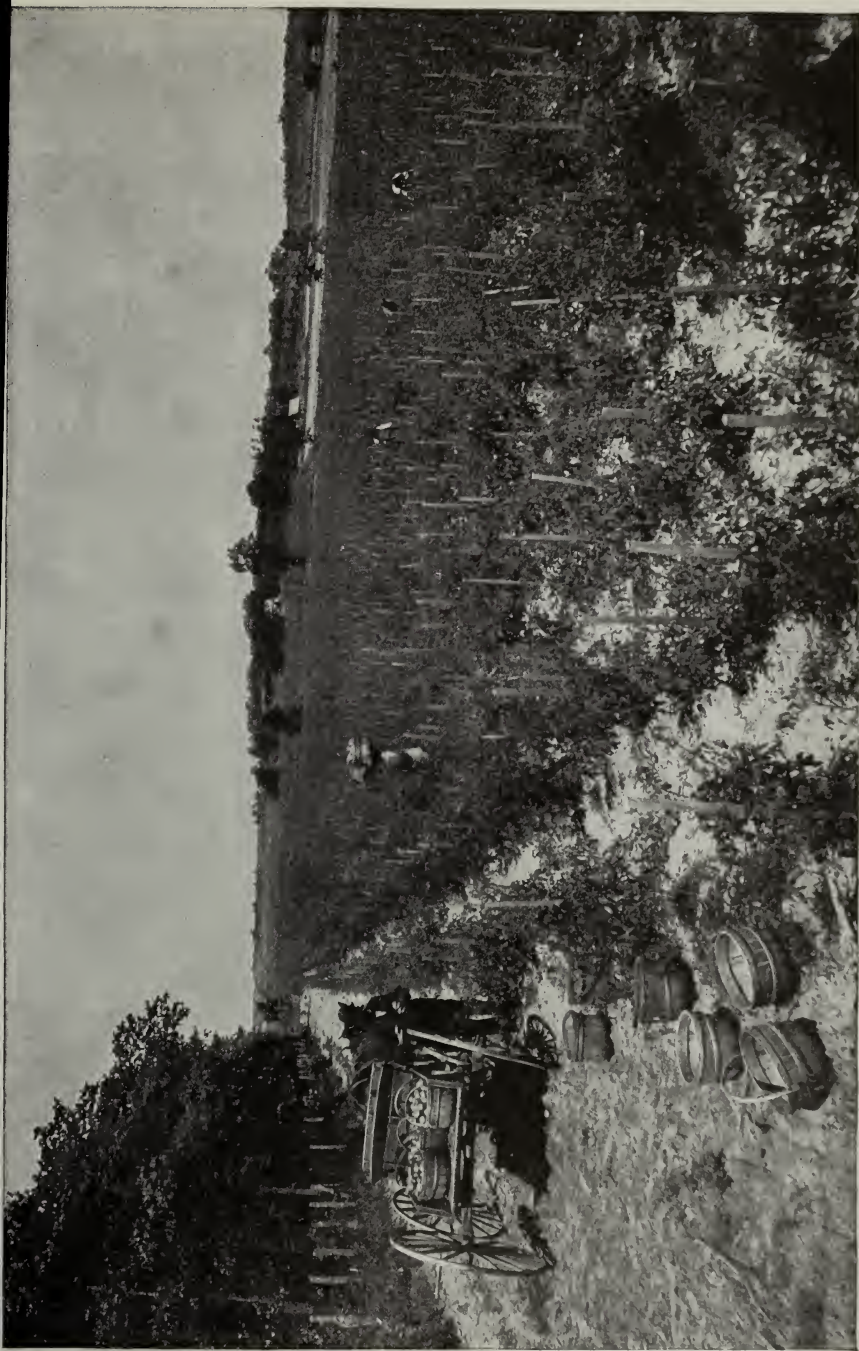
"To the man who contemplates making his home in Texas, naturally comes the question: 'What can I do for myself there? In a state so large there must surely be something for everybody to do.' The answer to this question is simply this: Texas is as wonderful in her resources as she is in her area, and within her borders can be found almost every industry known in this country. Practically every form of agriculture carried on in the North, in the South, in the East, and in the West is carried on with success in Texas. What you have been accustomed to do in the North, you can continue to do in Texas, and under far better conditions. Much valuable information has been published about the wonderful resources of Texas—her healthful climate, and the adaptability of her soil to grow all of the products grown in other parts of this country—and from that standpoint, the ground has been well and creditably covered. The prospective settler in Texas will have no trouble to get, from many sources, all of the reliable information about the state which he may desire. The Cotton Belt route itself has published a series of pamphlets containing much valuable and reliable information. But, naturally, the man who reads about something he



VINEYARD ON COTTON BELT ROUTE



HARVESTING WHEAT, ON COTTON BELT ROUTE



GATHERING TOMATOES, ON COTTON BELT ROUTE

is interested in, also wants to see it, and to gratify that desire this book of views was published. The pictures reproduced in this pamphlet are made from actual photographs, taken by our special photographer. He made a trip over the entire line, with the sole purpose of taking pictures that would give the intending settler an honest and fair idea of what the country along the Cotton Belt route looks like.

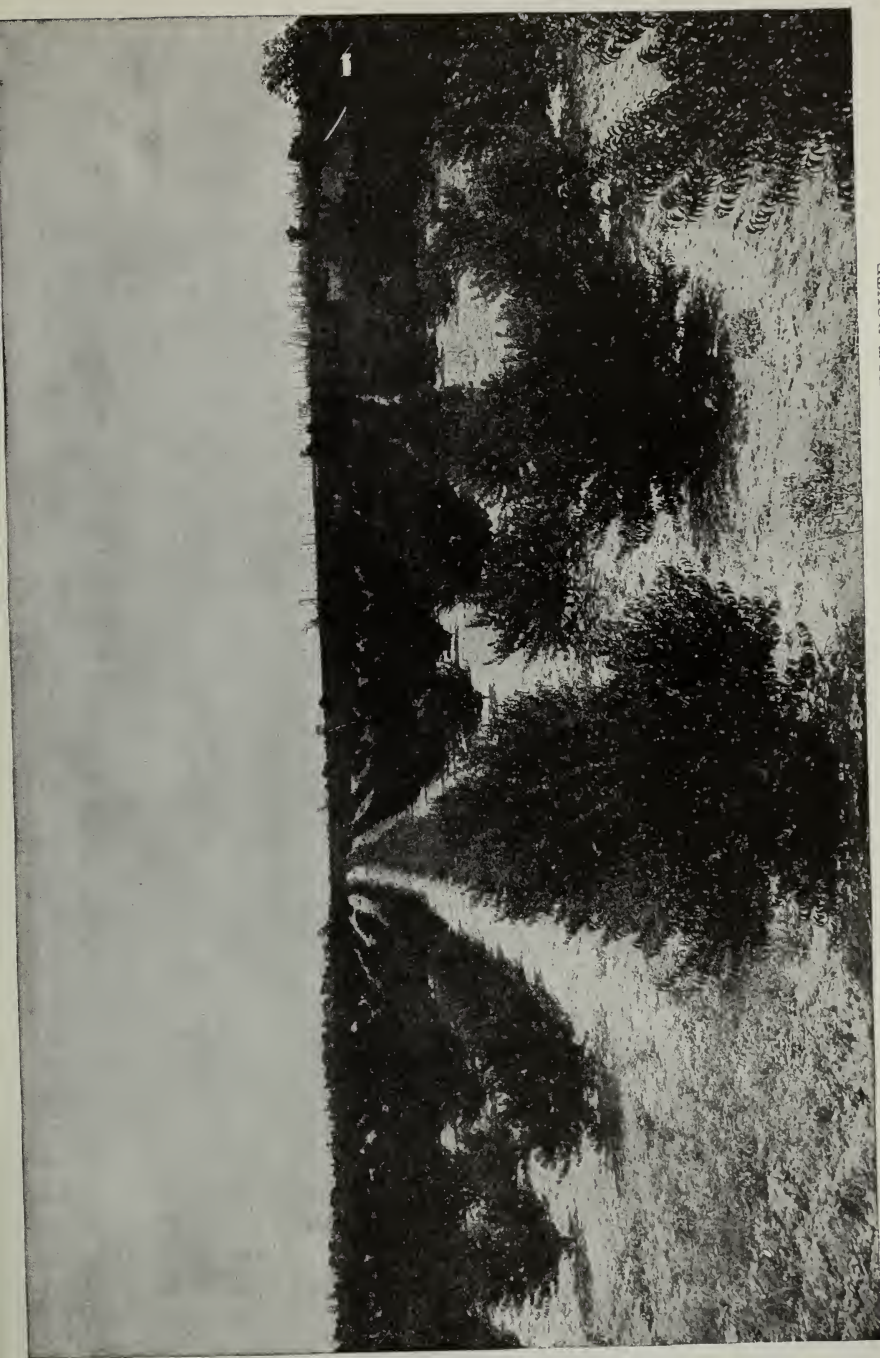
"The richest and most fertile part of Texas is the central and eastern part, or what might better be termed the eastern half, if you divide the state from north to south by the ninety-eighth meridian. The northern part of this eastern half is the more productive, and it is through the very heart of this fertile region that the Cotton Belt has built its lines of road. The pictures here reproduced are arranged to follow, one after another, the course of the road, beginning in the extreme northeastern section of the state. The extreme eastern and northeastern section of Texas is devoted largely to the raising of early fruits and vegetables—an industry fostered by the Cotton Belt route—and our first view is of a tomato farm near Mount Pleasant.

"At this point the line divides, one part going directly west into northern Texas, and the other continuing in a southwesterly direction, going into central Texas.

"The line leading west and piercing north Texas, takes us through a beautiful panorama of stock farms, truck farms, vineyards, corn-fields, vast wheat-fields, and fertile pastures. Wool-growing is carried on extensively along this portion of the line, and it is not an uncommon sight to see wagons containing eighty thousand pounds of wool drawn up in the court-house square at Sulphur Springs. Here, also, stock-raising is an extensive industry, and one or two views of vast pastures and well-fattened stock are shown.

"After having followed the views through northern Texas as far west as Fort Worth, we return to the eastern part of the state, where the scenes carry us through Smith, Cherokee, and Angelina counties. Here, literally, are the orchard and garden of Texas! Peaches, pears, plums, grapes, tomatoes, cantaloupes, watermelons, and potatoes, as well as all other kinds of garden produce, grow profusely in this section, and ripen so early that they can be shipped to northern markets before the produce from any other part of the country. Some day we are going to publish a number of letters which we have received from farmers in this section, telling their experiences, and they will open the eyes of every one who reads them.

"Tobacco—as fine as the Cuban product—also grows in this section with wonderful success. Continuing west, our pictures take us through fine farms and extensive pastures, to Gatesville, the southwestern terminus of the line. Here we get a glimpse of the eastern edge of that



TWO HUNDRED AND EIGHTY ACRE PEACH FARM, ON COTTON BELT ROUTE

vast territory where lie thousands of acres of cattle ranches, from which the cattle kings have made huge fortunes. No doubt the man seriously thinking of making Texas his home will first want to see the country for himself, and an opportunity to do so, cheaply, is offered at frequent intervals. Homeseekers' excursions are run at stated periods, at half the usual rate."



CUTTING ALFALFA, ON COTTON BELT ROUTE

THE IRON MOUNTAIN ROUTE

This route—a part of the Missouri Pacific system—leads into Texas from St. Louis. For many years it has been a Texas route, and generations, now living in Texas, have passed over the “Iron Mountain,” going there to make Texas their home.

The management of the route, and the Missouri Pacific Railroad, have



MAIN ENTRANCE, ARMY AND NAVY HOSPITAL

been particularly friendly to the interests of their Texas route, and the literature of this road contains valuable information relating to Texas.

Along this line is situated the famous Hot Springs—a national resort and sanitarium.

We are indebted to Mr. H. C. Townsend, general passenger agent, St. Louis, Missouri, for the following illustrations and notes on Hot Springs. Mr. Townsend has a fund of interesting information on this wonder place, which the Missouri Pacific Railroad, by its “Iron Mountain Route,” has done much for. It is situated near the Texas line in an attractive scenic country:

The United States government owns the Hot Springs of Arkansas and two thousand acres of mountain and valley reservation around them.



ON THE UNITED STATES ARMY AND NAVY HOSPITAL GROUNDS

It appropriated the Springs and Reservation in 1832, and set them apart as a "National Park and Sanitarium for all time."

The United States government has exclusive control of the hot water, and fixes the price of the baths and attendance at all the bath houses.

It has expended over one million dollars in improvements on the Reservation.



THE ARMY AND NAVY HOSPITAL



A RIDE THROUGH THE OZARKS

It has constructed fifteen miles of beautifully graded mountain drives, and as many more miles of walks and bridle paths.

It has built artificial lakes and parks and erected several marble drinking fountains.

The average temperature of the waters of the seventy-two hot springs of Arkansas is 135° Fahrenheit; they discharge one million gallons per day. There are, all told, at Hot Springs, twenty-two bath houses which pay the government for the privilege of using the waters.

The following is taken from the official circular of information issued by the War Department at Washington:

“Relief may be reasonably expected at the Hot Springs in the



THE PROMENADE ALONG GOVERNMENT RESERVATION, HOT SPRINGS, ARK.

following conditions: In the various forms of gout and rheumatism, after the acute or inflammatory stage; neuralgia, especially when depending upon gout rheumatism, metallic or malarial poisoning, paralysis not of organic origin; the earlier stages of locomotor ataxia; chronic Bright's disease (the early stages only), and other diseases



GOVERNMENT STAIRWAY TO HOT SPRINGS MOUNTAIN

of the urinary organs; functional diseases of the liver; gastric dyspepsia, not of organic origin; chronic diarrhœa; catarrhal affections of the digestive and respiratory tracts; chronic skin diseases, especially the squamous varieties, and chronic conditions due to malarial infection."

GEORGE M. STERNBERG,

Approved:

Surgeon-Gen., U. S. Army.

R. A. ALGER,

Secretary of War.

There are numerous cold mineral springs in this vicinity which supplement the hot springs, and are recommended by physicians. They complete the marvel of curative waters.

THE SANTA FE ROUTE

The Atchison, Topeka, and Santa Fe, Gulf, Colorado, and Santa Fe railroads, have issued a pocket book called, "Home Seekers' Series." One is entitled, "Texas Coast Country."

This is the introduction to this series, No. 2:

"SOMEWHAT PERSONAL

"Do you live in a climate where the winters are long and severe? In Texas there is practically no winter; one can comfortably work outdoors the year round.

"Is your locality subject to devastating droughts? In the coast country of Texas the average rainfall is fifty inches a year, well distributed throughout the growing season; and no irrigation is required.

"Is the soil of your farm worn out? Texas soil rarely requires fertilizers; it is deep and rich and permanent.

"Does it require all you earn for living expenses? The cost is forty per cent less to build a house in Texas than in the North, fifty per cent less for clothing, and eighty per cent less for fuel.

"Are you now restricted to one main crop a year? Along the Gulf coast of Texas a man can raise two or three crops of vegetables and alfalfa per annum, and more than one crop of some other staples; a great diversity is also possible.

"Are you interested in horticulture? Texas fruit lands annually pay two hundred to five hundred dollars net per acre. The fruit season begins early and lasts to a late date.

"Is your Northern farm worth one hundred dollars an acre, with a high tax rate and low prices for products? Why not try the ten-dollar-an-acre lands in the southern part of Texas, where taxes are low and markets excellent?



A HILL OF STRAWBERRIES IN MARCH



A CAPE JESSAMINE FIELD OF TWENTY ACRES

themselves. The unsigned articles have been compiled from the most reliable sources.

"Here is a country which it is believed offers ample rewards for well-directed toil; where the homeseeker may find cheap land, abundant crops, good markets, a friendly climate, and hospitable neighbors.

"If, after reading what is herein contained, you are sufficiently interested to wish to investigate further by taking a trip to Texas and seeing for yourself, remember that the Santa Fe route is the direct line from Chicago, Kansas City, Denver, and other Northern and Eastern points



STRAWBERRIES PICKED ON CHRISTMAS DAY



A FIELD OF SUGAR-CANE

"This pamphlet is intended for the man desirous of more information on the important subject of where to go for a new home. The descriptions are limited to the southern portion of Texas, along the Gulf coast, with some information about other sections on the Gulf, Colorado, and Santa Fe railway. Farmers, fruit-raisers, land owners, and real estate agents are permitted to speak for

the heart of the coast country. For full particulars respecting train service, ticket rates, etc., confer with any ticket agent or address the undersigned.

"W. J. Black, General Passenger Agent, Atchison, Topeka, and Santa Fe Railway, Topeka, Kansas. C. A. Higgins, Assistant General Passenger Agent, Atchi-

son, Topeka, and Santa Fe Railway, Chicago. W. S. Keenan, General Passenger Agent, Gulf, Colorado, and Santa Fe Railway, Galveston, Texas."

Here are some extracts from this little book:

"FACTS ABOUT TEXAS

"The fascinating story of Texas' early life began, so far as white occupation is concerned, with La Salle's visit to Matagorda Bay in 1685. Later, in 1692, European settlements were made at San Antonio, and



TYPICAL SCENES ON A SOUTHERN PLANTATION

in 1717 at Nacogdoches. Following the rout of the Mexicans at the battle of San Jacinto in 1836 a republic was declared, and in 1845 Texas came into the Union. Here, on the Mexican border, has been successfully evolved, by strenuous effort from diverse elements, a united and prosperous people noted for chivalric courtesy, civic pride and material greatness.

"Texas takes first prize in regard to area, production of cotton, number of sheep, cattle, and horses raised; amount of funds set apart for free public schools and colleges, and the size and finish of the beautiful capitol building at Austin. It ranks fourth in wealth, about third in railroad mileage, and fifth in population.

"With only six per cent of its land cultivated, Texas produces more rice than South Carolina, more sugar and sorghum than Louisiana, and more wheat than the Dakotas. It has more prairie land than Kansas,



CULTIVATING HORSE-RADISH

is six per cent, but ten per cent may be charged. These figures compare favorably with Eastern commonwealths.

"The Lone Star State extends from the twenty-sixth to the thirty-sixth parallel of latitude and lies between the ninety-fourth and one hundred and sixth degrees of longitude. The average length, east and west, is eight hundred miles, and average breadth, north and south, seven hundred and fifty miles. It possesses four hundred miles of coast line; has navigable rivers equaling those of any five other states, and 8,952 miles of railroad, mostly trunk lines. From Texarkana to El Paso equals the distance from New York to Chicago. A man bicycling on its boundary lines would travel over four thousand miles. There are 262,290 square miles of 'room,' and hardly thirteen people yet to each square mile. The Austrian empire, with about the same area, sustains a population of thirty-six million; the German empire, with less area, has more than fifty million inhabitants. Texas could sustain a population of ninety-five million within a territory equal to that of the British Isles, Denmark, Greece, Holland, Switzerland, Turkey, and Belgium. A recent census shows that two hundred and fifty-five thousand farmers cultivate their own land, ninety-five thousand are tenants and fifty-six thousand day laborers.

"Beginning with a level coast, there is a gradual ascent north and west, to an elevation of four thousand feet, which affords excellent drainage. Three-fourths of this vast area can be profitably cultivated. The southeastern and southern sec-

a larger coal area than Pennsylvania, and greater oak forests than West Virginia; it raises more cotton than Mississippi; can produce more iron ore than Alabama, and excels New Hampshire in granite.

"The state debt is less than four million dollars. Taxable valuation is about nine hundred million dollars. Legal rate of interest



PICKING BEANS ON CHADWICK'S PLACE

tions are level and free from rock—here is the famous fruit belt, rivaling California. Dense forests of red and live oak, cedar, blackjack, mesquite, hackberry, sweet gum, pecan, walnut, cottonwood, sycamore, cypress, ash, elm, hickory, and pine cover the eastern district—there being twenty-five million acres of merchantable pine alone. The timber lands comprise forty-five million acres, with sixty-seven billion five hundred million feet of standing timber. The center of Texas is an undulating prairie, like the prolific plains of Kansas, with succulent grasses—a fine stock country and capable of raising immense crops of corn, wheat, and cotton. West Texas is broken by hills and mountains, with fertile valleys. The Panhandle region is a tableland, and noted for its fat cattle.



STRAWBERRIES OR ONIONS—TAKE YOUR CHOICE

“As a rule the rich, deep soil of Texas needs no fertilizer for standard crops. A moderate top-dressing of cottonseed helps to make a larger crop, but is not absolutely required. Anything can be raised that grows in the temperate zone. Sugar-cane, cotton, figs, olives, pears, and grapes are a remarkable success in the South. The Mediterranean countries do not excel the Texas coast country in raising fruit. In the western sections the rainfall is sometimes insufficient, but artesian wells and irrigation are aiding the agriculturist to control the water supply. As a general thing plenty of rain falls throughout other sections to mature crops. Texas furnishes its citizens a good living.

“In 1895 the various products of this state (from fields, gardens, orchards, ranches, and factories) amounted to \$223,000,000. The values

of the leading crops were: cotton and cottonseed, \$61,000,000; corn, \$29,000,000; wheat, \$7,500,000; oats, \$5,400,000; garden produce, \$2,850,000; potatoes, \$2,705,000; hay, \$1,335,000; sugar-cane, molasses, and sorghum, \$3,000,000; peaches, apples, grapes, plums, pears, and melons, \$1,645,000; millet, barley, and rye, \$685,000; garden crops, \$2,635,000; hay, \$1,140,000.

"Texas ranks seventh as a corn-producing state, first in sheep, eighth in hogs, and her herds of cattle are one-sixth of the entire number in the United States.

"In 1897 live stock was assessed at \$78,365,590, the leading items being horses and mules, cattle, sheep, and hogs. Even the despised goat is quoted at a quarter of a million "simoleons."

"Material wealth is not all. Texas has accumulated a permanent school fund (comprising lands and securities) of \$75,000,000. During 1898-99, 11,045 white and 2,958 colored teachers were employed in public schools, and enough more in private institutions to bring the total up to 15,000. Land Commissioner Baker reports 38,000,000 acres of land surveyed for the permanent school fund. All prominent religious denominations are well represented by thriving churches, and society in general is of the highest order. The hospitality of Texas is proverbial; the latch-string is always out.

"There still remains upwards of 4,000,000 acres of public land subject to pre-emption by three years continuous residence. By this means a married man may secure 160 acres and a single man 80 acres. The vast bodies of unsold lands belonging to the school fund are leased on favorable terms.

"Coal and iron are plentiful, coal being found in thirty counties; one bituminous coal formation on the Red River covers 12,000 square miles, with seams three feet in thickness. Bituminous and lignite coals are mined in the Nueces district, along the Rio Grande River. Extensive deposits of iron are reported to exist in eastern Texas, covering 1,000 square miles of surface, many veins being ten feet thick. There are surface indications of petroleum in several counties along the eastern border, and paying wells have been sunk at Nacogdoches. Natural gas has been discovered in several sections. Besides these three fields of iron, three of coal, and three of oil, three distinct districts of copper have been opened up—the ores of the Trans-Pecos region being extensively worked. Gold and silver mines have been discovered near El Paso, and a 140-foot bed of rock salt underlies Victoria. Salt mines are profitably worked in a number of counties. Gypsum occurs in the Abilene country. Asphaltum, bat guano, marls, mica, and granite, are found in paying quantities.

"There is an abundance of sandstone and marble of finest quality and

colors. The clays of Texas are unsurpassed for making brick and pottery, while lime and cement are easily produced.

"In general the climate of Texas is pleasant and healthful. The heat of summer is alleviated either by altitude, as at El Paso, or sea breezes, as at Galveston, or constant land breezes, as on the interior plains. In winter there is very little cold weather along the Gulf, but in north and northwest Texas an occasional 'norther' forces people indoors for a brief time. The extremes of heat and cold are not so great as occur



IN A SWEET POTATO FIELD

farther north. Farm work may be carried on the year round with but little interruption from severe storms.

"Letting El Paso (3,700 feet) represent the Trans-Pecos region of Texas, Galveston (sea level) the Gulf coast section, while San Antonio, Austin, and Palestine (600 feet each) stand for the western, central, and eastern districts respectively, and the following figures regarding temperature and rainfall will show the variations in different parts of this vast empire—mean annual rainfall—El Paso, 13.14 inches; Galveston, 52.80 inches; Austin, 35.78 inches; Palestine, 47.56 inches; San Antonio, 32.31 inches.

"The wealth on top of the ground, waiting to be tickled into a laughing harvest by the man with the plow, is what Texas depends upon to attract settlers. And while cotton, corn, and wheat are the 'standbys'—cotton leading in importance—the beautiful region on the Gulf coast, where ten

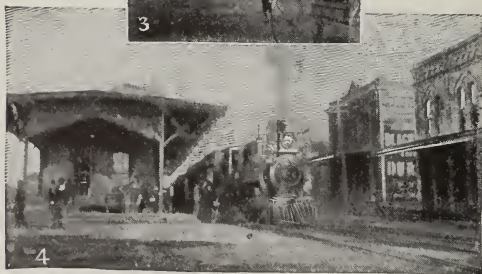
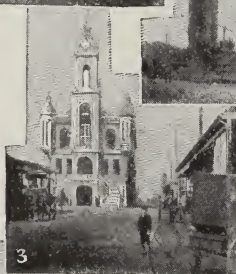
acres will support a family and twenty acres is a competence, is crowding other sections for first place."

Then follows a description of the coast country, covering its location, character, soil, rainfall, crops, lands, improvements, markets, society, laws, its extent, future, climate, healthfulness, official data, etc.

Following these pages come nearly one hundred pages beautifully illustrated and printed, concerning each county and town through which the Santa Fe lines pass, and giving letters from adopted citizens, etc.

The book is interesting from many points.

The headquarters of the Santa Fe system in the Great Northern Building, Chicago, kindly loaned the publisher of "Galveston in 1900" the illustrations used in this brief sketch. We regret that limited space prevents a larger reference to the work the Santa Fe has done in Texas. Texas is blessed by having the best railroad managements and officers in America, and the railroads are making Texas a giant.



A FEW GALVESTON SCENES

THE INTERNATIONAL AND GREAT NORTHERN RAILROAD

In a book published by this enterprising Texas railroad we find the following introductory note:

"The following pages are devoted to a condensed description of the counties, towns and cities located on the line of the International & Great Northern Railroad. They give, by illustrations, an idea of the general appearance of the points of interest on the road. The counties described are Gregg, Rusk, Wood, Smith, Cherokee, Anderson, Houston, Trinity, Walker, Montgomery, Harris, Galveston, Fort Bend, Brazoria, Leon, Robertson, Milam, Williamson, Travis, Hays, Comal, Bexar, Medina, Atascosa, Frio, La Salle and Webb."

It has not been the intention to enter into an exhaustive description of the advantages of Texas, but only to present the pure facts as briefly and precisely as possible, leaving it for every thinking man to find out whether or not his condition could be improved by coming to Texas.

For your information we give a skeleton map herewith of the various counties on the line of this road, also a condensed map of the road, showing its connections.

The International & Great Northern Railroad is the thoroughfare from the Southeast, Northeast and North to Houston and Galveston, and the only line from the North and Northeast to Austin, San Antonio and Laredo. Its northern terminus is at Longview, and from there it runs almost due south 282 miles to the Gulf of Mexico at Galveston. From Palestine the line diverges to the southwest, 415 miles, to Laredo, on the border of the Republic of Mexico, where it makes connection for all Mexican points. This line is the short line from all points in the United States to the City of Mexico. At Palestine, the junction of the two lines of the International & Great Northern Railroad, are located the headquarters and shops of the Company.

The line from Palestine to Galveston passes through the richest timber portion of Texas, and, between Houston and Galveston, traverses the great Gulf Coast Fruit Belt, which is becoming so well and favorably known for the early date at which the products can be marketed; particularly is this the case with strawberries and garden products.

The line branching southwest from Palestine passes through the wonderfully rich agricultural country and stock-raising district to Austin, the State capital, thence continuing its way through fine farming lands to San

Antonio, so historically renowned for the defense of the Alamo, as being the nursery of Texas freedom, and now, one of the most important cities of Texas and the Southwest.

From San Antonio to Laredo the line passes through a country devoted largely to stock raising, the range feed being excellent all winter, and stock requiring little or no care.

With this brief explanation, and with the views shown in the following pages, a fair idea can be formed of what has already been accomplished in Texas; but if you want to see it for yourself, remember that the International Route (I. & G. N. R. R.) reaches the best portion of the State, and see that your ticket reads accordingly.

The impression has gone abroad that Texas is hot and dry, but a reference to the table of temperatures and rainfall, will serve to dispel this illusion.

In a copy of this book procured from Mr. D. J. Price, general passenger agent, Palestine, Texas, we find eighty pages of well written and liberally illustrated descriptions of these twenty Texas counties (larger than almost any State in the Union) through which the International and Great Northern Railroad passes. Every imaginable subject is treated—topography, geography, soil, climate, lands, domestic matters, schools, society, resources, water, etc. Statistical evidence is given to those who want “facts and figures.” Towns by the score are mentioned and brief descriptions given.

Altogether, the work is a valuable addition to the written accounts of the Lone Star State. Mr. Price issues also an attractive magazine quarterly, entitled *The Illustrator*. It is mailed free to those who contemplate a trip into Texas, or making the State their home in the future, and who will write Mr. D. J. Price, Palestine, Texas.

MISSOURI, KANSAS AND TEXAS RAILWAY

In a booklet called "A New Home in a New Country," gotten up by the traffic department of the above named road, of which Mr. James Barker is general passenger agent, headquarters St. Louis, Missouri, we find this unique conclusion of the terse and happily executed booklet, by which we illustrate "The last shall be first":

"A FEW LAST WORDS.

"This brief description of that portion of Texas tributary to the line of the Missouri, Kansas and Texas Railway System is necessarily of the most meager character, and remarkable only for the things that have been left unsaid regarding the wonderful resources and the manifold advantages of that great state.

"These must be seen to be appreciated, and if the land-seeker, the home-seeker, and the settler desires to secure a farm larger than the one he occupies, on vastly more reasonable terms; if he wants more land to cultivate, a greater variety of crops to harvest, with proportionately increased remuneration, at a less outlay for cost of production; if he wants an earlier season, with correspondingly higher prices; if he wants milder winters, all the year pasturage for his stock, improved health, increased bodily comforts, and wealth and prosperity, he should come to Texas."

Mr. Barker gives information as to cost of lands, soils, climate and health, social advantages, values and kinds of crops; and then proceeds to describe the section of country by counties. First, the Red River counties, next, the second tier of Red River counties; then Tarrant County, Dallas and Rockwall counties, Ellis, Johnson and Hill counties, McLennan, Bell and Williamson counties, Bastrop, Caldwell and Hays counties, Fayette, Colorado, Austin and Waller counties, Harris and Galveston counties, and gulf coast of Texas.

There are several pages devoted to groups of pictures of prominent points in the cities through which the road passes or reaches: Denison, Dallas, Fort Worth, Hillsboro, Waco, Taylor, San Marcos, Houston, Dickinson, Galveston. Besides this, Mr. Barker gives a few lines on over a hundred smaller towns along this old Texas line leading into the state from the north and the west via Kansas City and St. Louis.

THE FORT WORTH AND DENVER CITY R. R.

This line passes through over a dozen counties along the northern and northwestern portion of Texas.

The road reaches from Fort Worth, Texas, the headquarters, to the western railway systems, thus placing the agricultural and stock products of this rich country in quick reach of great markets, and at the same time bringing into this section new settlers from the West.

The line is important as a transportation system for such counties as Tarrant, Wise, Montague, Hall, Clay, Wichita, Wilbarger, Hardeman, Childress, Danley, Collingsworth, Armstrong, Carson, Potter, etc., all famous stock and farming counties and abounding in advantages.

The line is over eight hundred miles long. Its headquarters are in Fort Worth, Texas, D. H. Keeler being Vice-President and Traffic Manager, and W. F. Sterley General Freight and Passenger Agent.

DIRECT CONNECTIONS WITH TEXAS LINES

ILLINOIS CENTRAL R. R. From the Dakotas, Minnesota, Nebraska, Wisconsin, Iowa, Illinois, and the west, the *Illinois Central* lines take over their own lines, Texas business, connecting at Chicago with their own line, to New Orleans and Memphis for Texas points. Through day car and sleeper service to Memphis and New Orleans. A. H. Hanson, G. P. Agent, Chicago, will give full information.

CHICAGO AND EASTERN ILLINOIS RAILROAD, of which C. L. Stone is General Passenger Agent, Chicago; connects, by through service for Texas points, via Shelbyville, Mode, St. Elmo, and Salem, to St. Louis, and via Thebes, Ill., connecting with St. L. & S. W. R. R., direct into Texas; also via Evansville, Ind., and Nashville, Tenn., connecting with N. C. & St. L., or L. & N. R. R., for Memphis, or L. & N. R. R. for New Orleans.

THE WABASH SYSTEM, C. S. Crane, Gen. Pas. Agent, St. Louis; takes Texas business by its own lines out of Chicago, Buffalo, Detroit, Toledo, via St. Louis, and from Omaha, Nebraska, Des Moines, Iowa, via Kansas City or St. Louis, making direct connections for Texas.

THE GREAT ROCK ISLAND ROUTE by its own lines, takes business direct into Texas from Chicago, Minneapolis, St. Paul; Watertown, S. Dakota;

Sioux Falls, Des Moines, Ia., Omaha, Topeka, Kansas City, etc., covering scores of other points in the northwest. *The Rock Island Route* has its own Texas line. John Sebastian, General Passenger Agent, Chicago, will give full information.

CHICAGO AND ALTON ROUTE—Chicago via St. Louis and Kansas City direct to Texas. Through car service. George J. Charlton, General Passenger Agent, Chicago, Ill.

MONON ROUTE, C. H. & D. R. R., from Chicago via Cincinnati, connecting with Q. & C. Southern, L. & N. R. R., for New Orleans and Memphis, leading direct into Texas. Frank J. Reed, General Passenger Agent, Monon Route, Chicago.

BURLINGTON ROUTE—By its own lines from Chicago, Minneapolis, St. Paul; Billings, Montana; Deadwood, Dakota; Guernsey, Cheyenne, Wyoming; via Denver, Colorado, and D. C. & Ft. Worth and other routes through Kansas, into Texas; via Chicago and thence St. Louis or Kansas City into Texas. Full information may be obtained from P. S. Eustis, G. P. A., Chicago.

THE MOBILE & OHIO R. R.—St. Louis to Mobile, connects at Meridian, Miss., with New Orleans and North Eastern R. R. for New Orleans and Texas, and at Mobile with L. & N. R. R. for New Orleans and Texas. C. M. Shepard, General Passenger Agent, Mobile, Ala.

NASHVILLE, CHATTANOOGA & ST. LOUIS R. R., W. L. Danley, General Passenger Agent, Nashville, Tenn., by its own lines takes Texas business out of Paducah, Hickman, Ky., Atlanta, Chattanooga to Memphis, Tenn., connecting with Texas lines.

LOUISVILLE & NASHVILLE R. R.—St. Louis via Guthrie to Memphis and connecting for Texas; from Cincinnati via Louisville and Guthrie for Memphis; from St. Louis and Cincinnati via Nashville, Montgomery, Mobile, to New Orleans, connecting with T. & P. R. R. and S. P. R. R. for Texas. J. A. Boyd, Assistant General Passenger Agent, Louisville, Ky.

THE SOUTHERN R. R. From Boston, New York, Philadelphia, Baltimore and Washington, via Atlanta and Montgomery, connecting with L. & N. R. R. for New Orleans; from Atlanta via Chattanooga to Memphis and Texas; from Cincinnati, same; also to New Orleans; also via Birmingham and Greenville (Miss.), connecting with Texas lines. W. A. Turk, General Passenger Agent, Washington, D. C. Assistant General Passenger Agents: S. H. Hardwick, Atlanta; Wm. H. Taylor, Louisville; C. A. Ben-scotter, Chattanooga.

All information concerning these railroads, leading either direct over their own lines or connecting lines into Texas, will be had most direct by addressing the general passenger agents, as given.

AUDITORIUM HOTEL, CHICAGO

BRESLIN & SOUTHGATE. R. H. SOUTHGATE, MANAGER

The most massive structure in the world, built of stone and iron, eleven stories high, having a frontage on the street of one thousand feet. The hotel is absolutely fireproof, affording perfect safety to its occupants under all circumstances. In all its features, including its



furnishings and fittings in every department, the hotel is without its superior anywhere in the world. The location, on Michigan Avenue, Congress Street, and Wabash Avenue, at the beginning of the finest drive in this country, overlooking Lake Michigan and Park, and at the same time within four blocks of the post-office, leading theaters, and business center, makes it positively unrivaled in this respect by any hotel that can be named. The hotel is conducted upon both the American and European plans.

The Auditorium Hotel extended many courtesies to the publisher of "Galveston in 1900," in behalf of Galveston schools, and large sums of money were raised here, immediately after the storm, for the sufferers.

The Lakeside Press

R. R. Donnelley & Sons Co.

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